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NAVY

THE GAZETTE OF THE LAND
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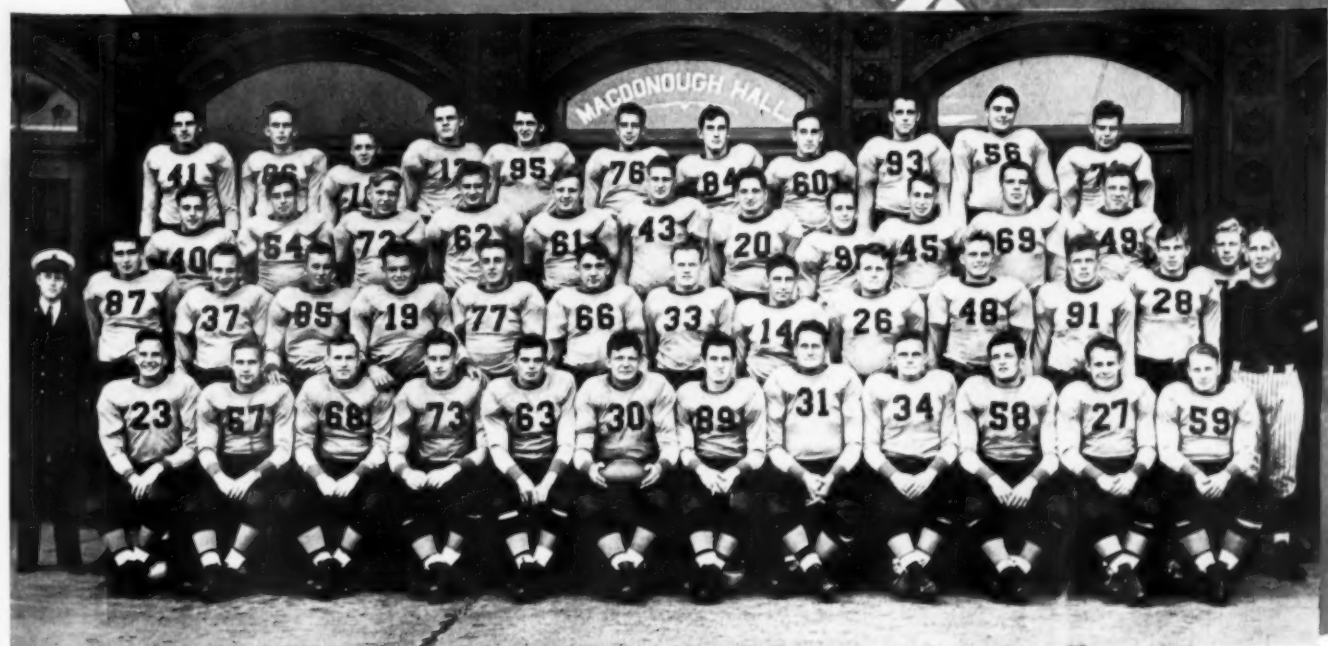
Washington, D. C., December 2, 1939

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UPHOLDING SERVICE TRADITIONS ON PHILADELPHIA GRIDIRON

Work on Army Airplanes Ahead of Schedule, Editor Writes

The following are extracts from the third article on our National Defense, written by Maj. Mark S. Watson, Sunday Editor of the Baltimore SUN and formerly attached to the Intelligence Section of the General Staff of the AEF:

"... America's preparedness program, so far as aircraft is concerned, in fact, is far from bad. True, we have no such stupendous number of finished planes or planes under manufacture as reports credit to Germany, and if war were going to break on us in the near future we would be badly off, but that threat, fortunately, is not present. It cannot be questioned that we have prime designs (the French military successes with our planes more than suggest as much) and also well-equipped factories, with a rapidly growing army of mechanics skilled in this field of manufacture.

"Nor can it be questioned that the American airplane factories are extremely anxious to cooperate fully with army, navy and the Aeronautical Board.***

"The aviation situation is not like that affecting supplies of motor trucks, for example. The automobile industry's trade volume is with the civilian market; its normal sales to army and navy are relatively trifling.

"With aviation, however, the great volume of peacetime business long has been with the services. Without that flood of planes ordered by army and navy, our aviation factories would have starved to death, and this almost certainly will be the case for many years

to come. This past year alone has witnessed the abandonment of the army's old Baker Board's program of 2,320 airplanes by 1940, and the later one for 3,600. Now we aim at the army's 5,500-plane fleet by June, 1941, and navy's 3,000 planes by 1944. By 1941 these orders alone will have resulted in a plane-building capacity very much larger than America now has. The foreign orders should prove to be a good thing rather than otherwise, so long as our contracts assuring American priority remain undisturbed, and there is nothing in sight to disturb them.

"There has never been any announcement of how our 5,500 army planes may be classified, that information being one of many things that foreign observers would like to know. Nor is there announcement of how the orders are being filled, as to bombers, reconnaissance planes and fighters. The only information offered is that "the work on our planes is ahead of schedule."

"The hint is, also, that the supply of the planes themselves in such volume, up to mid-1941 (again note that this is more than a year and a half ahead of us, an indication of how far today's army is from preparedness) is about as fast as the training section thinks advisable. If it takes time to build an airplane, it also takes time to train a pilot for the complex duties now expected in army or navy aviation. The normal training of an experienced airplane pilot will take two years, and quite probably experiences in the present European war will call for instruction in additional techniques.

"Also, planes become obsolescent swiftly as improvements are developed, making it wasteful to have on

hand more than reasonable requirements. Actual warfare disposes of them far more swiftly than obsolescence, with the speed of their destruction varying enormously, dependent on the skill of their pilots, the skill of enemy opposition, and the extent of flying time required of the planes. It is reported that Winston Churchill has estimated replacement needs as high as seventy-five per cent. per month of the planes in front-line duty, and that Germany considers one hundred per cent. per month a possible requirement. Even twenty-five per cent. per month totals 300 per cent. a year, so that on that basis alone the maintenance of 1,000 planes in the forward area would mean the building of 3,000 additional ships each year for replacement.

"Much has happened in Europe this year, but it is not difficult to remember that the principal explanation of the Allies' meek acceptance of the Munich plan was plain fear of the German air force. Colonel Lindbergh, among others, had given sober warning that Germany's planes were far more numerous and far more potent than those of any other nation. Neither Britain nor France had an air force that was comparable.

"Hitler was given his way, then, chiefly because both the western nations, badly cowed, wished time to build up their air equipment. It was at this juncture that France began buying heavily of American planes. These heavy purchases have continued ever since, and are now being enlarged, but the army authorities are emphatic in their assurance that no foreign deliveries are being made at the cost of our own air program."

Naval Reserves

A recommendation for annually-increased appropriations sufficient to provide a ten-year training program is recommended for the Naval Reserves by Acting Secretary of the Navy Edison in his annual report made public this week.

Rear Adm. Chester W. Nimitz, in his annual report as chief of the Bureau of Navigation, gave an account of the state and progress of the Reserves. Excerpts from Admiral Nimitz's report on the Naval Reserves follow:

Appropriations

"As in prior years, the appropriations made for the support of the Naval Reserve during the fiscal years 1939 and 1940 were insufficient to maintain in organizations of the Organized Reserve the required numbers or to give the necessary training to more than a small fraction of those on the rolls of the Merchant Marine Reserve or the Volunteer Reserve. For officers of the latter class funds were provided on the basis of giving two weeks training duty to 300 of the 6,000 now on the rolls. The increases in the total amount of the appropriations were mainly absorbed by the aviation cadet program.

Reserve Pilots

"The shortage of qualified pilots in the reserve aviation squadrons has long been a matter of concern to the Bureau. Due to the requirement that aviation cadets serve for four years, there has been no inflow of new officer pilots since 1 July 1935. Before that time the numbers trained annually were almost negligible for several years, due to economy measures. At present there are only 227 officers of class A-O on the rolls. Of these 89 are on active duty in connection with the instruction, training, and drilling of the Naval Reserve, leaving 138 available for mobilization.

Discipline

"The conduct of the Naval Reserve at times when its members are subject to Navy dis-

cipline continues to be excellent. The few cases requiring disciplinary action have generally resulted in letters of admonition, or in more aggravated cases, discharge.

"The primary causes for disciplinary action by the Bureau in Naval Reserve matters are generally confined to acts of individuals in their civilian status rather than as reservists. Reports of Naval Reserve activities indicate excellent general conditions of discipline and morale.

Medals

"A naval Reserve medal has been designed and authorized for issue to members of the Naval Reserve who conform to certain standards in their interest and activities over a period of ten consecutive years. This interest must have been demonstrated and these activities performed while on an inactive duty status. This medal will be ready for distribution early during the fiscal year 1940.

Promotion

"A major feature of the administration of officer personnel has concerned promotion. Under the provisions of the Naval Reserve Act of 1938, ten selection boards recommended for promotion to the rank of commander and above, a total of 78 officers. Promotion remains undesirably slow in the rank of lieutenant although the application of the age-in-grade retirement feature of the Naval Reserve Act of 1938 will improve this situation. Actual administration of promotions is necessarily complicated and slow. In view of the Comptroller General's decision, officers receive pay of the higher rank only from the date of execution of oath and acceptance of office. For this reason any delay is harmful to morale, particularly in the case of those officers on active duty. Pending the enactment of clarifying legislation which is recommended, the Bureau will continue every effort to expedite routine action on promotions.

"The expansion of the Naval Reserve continues toward its ultimate goal of providing in a national emergency a force of qualified officers and enlisted men, which added to the regular and retired personnel, can effectively meet the needs of the expanding Naval Establishment until a flow of newly trained personnel is established. There was an increase in officer strength of 408 from 12,578 to 12,986 during the fiscal year.

Volunteer Training

"The Bureau has endeavored unsuccessfully to obtain appropriations for placing a number of Volunteer Reserve officers, graduates of the Naval R.O.T.C. on one year's active duty with the Fleet. Efforts will be continued to obtain an appropriation for the assignment of at least 140 such officers to one year's active duty. The Bureau deems it essential to provide this means of training selected reserve officers.

Merchant Marine Reserve

"The Merchant Marine Reserve has shown little progress during the past fiscal year. However, plans have been made and policies formulated which are expected to result in definite improvement.

"At the end of the fiscal year there were on the rolls 3,680 officers and 206 men as compared with 3,094 officers and 134 men last year.

"The program of enlisting unlicensed per-

sonnel in the Merchant Marine Reserve has met with little success. The Department seriously considered suspending enlistments in this branch of the Reserve but, on the urgent representations of the Maritime Commission, did not do so."

Need More Naval Constructors

The need for more officers in the Construction Corps was emphasized by Rear Adm. William G. DuBose, (CG), USN, in his annual report as Chief of the Bureau of Construction and Repair for the fiscal year ended June 30, 1939.

Excerpts from Admiral DuBose's report follow:

"The annual reports of the Chief of Bureau of Construction and Repair for a number of years past, and especially for the years 1936, 1937 and 1938, have discussed with increasing emphasis the pressing need for an additional number of officers of the Construction Corps to develop a Corps strength that will handle satisfactorily the steadily increasing work load of the Bureau that is directly due to the demands of a large and expanding Navy.

"On June 30, 1939, there were a total of 215 members of the Construction Corps on the active list, including 14 under instruction at the Massachusetts Institute of Technology. In addition, there are 12 Line officers under instruction in Naval Architecture.

"The Chief of the Bureau again urgently recommended that the Construction Corps be increased, during a period of not more than ten years, to a total of 240 officers exclusive of student officers.

Supplementary Education

"The policy for several years past has been to send an officer abroad annually for post graduate instruction at a foreign school of naval architecture supplemented by tours of inspection of foreign shipyards, with the purpose of making available to the Navy a more intimate knowledge of foreign ship design. The results of this practice have demonstrated the desirability of its continuance, and the Chief of Bureau strongly recommended accordingly.

"It has been the practice to assign one officer to an American technical school for instruction in a technical specialty. The officers completing these courses have been ordered to duty in the Bureau where their special knowledge has been used most effectively. Due to the serious shortage of officers in the Corps, it has not been practicable to assign an officer for the fiscal years 1939 or 1940, but it is hoped that one will be available in the fiscal year 1941.

Research, Developments and Tests

"The research activities of the Bureau have increased to some extent over the preceding year. The importance of research in the improvement of material application and in design considerations for naval vessels and equipment has always been recognized and a thorough research program has been continued. In cooperation with the Bureau of Engineering, expansion of Navy Yard laboratories commensurate with the existing work load demanded by the increased shipbuilding program has proceeded satisfactorily.

Personnel has been increased and some obsolete equipment replaced with modern testing facilities.

"Some of the more important items of research and developments undertaken during the past year are: Gamma Ray and X-ray testing, steel castings, spectrography, high tensile steel rivets, fatigue tests, materials for salt water piping, aluminum alloys, dyed canvas, mattresses, abaca fiber, rubber, metal spray, insulating materials, material for packing watertight joints, heat treated glass, storage of pickling acid, gun bucklers, deck material, dehumidification of decommissioned and commissioned vessels, tank cleaning equipment, paint research program, air flow studies, noise level studies, block loads in dry docking, and welding."

Medal to Squalus Salvager

Acting Secretary of the Navy Charles Edison, in the name of the President this week awarded the Navy Cross to Capt. Richard S. Edwards, commanding officer of the New London, Conn., submarine base, for his services in connection with the rescue and salvage work of the USS Squalus with the following citation:

"For distinguished service in the line of his profession as Aide and later as Senior Aide on the Staff of the Commander of the USS Squalus Rescue and Salvage Unit. At the first indication of trouble Captain Edwards despatched the USS Falcon of his command and proceeded himself from New London, Connecticut, in a destroyer to the scene of the disaster, arriving the following day, May 24, 1939. During the entire period of the Rescue and Salvage Operations he distinguished himself by the superior and outstanding manner in which he performed all of his duties. His advice and cooperation were of inestimable value and contributed greatly to the rescue operations and final successful salvage of the USS Squalus."

Captain Edwards already holds the Victory Medal for World War services in the Atlantic Fleet.

Did You Read—

the following important service stories last week:

National Guard officers' conference scheduled; more grades for enlisted men of the Marine Corps; the Army Warrant Officers' eligible list brought up to date; the German Current Tactical Doctrine?

If not you did not read the ARMY AND NAVY JOURNAL. You can not get this valuable information from any other source.

The Journal Salutes

This week the ARMY AND NAVY JOURNAL salutes:

Col. C. G. Harvey, USA, who retires at the completion of over 43 years' service in the United States Army. He is superintendent of the Army Transport Service at the San Francisco Port of Embarkation.

1st Lt. Stephen V. Sabol, USMC, who will command the Marine Detachment at the new Kodiak Island Naval Air Base. This will be the first detachment of Marines stationed in Alaska.

Capt. Henry T. Markland, USN, who has been named to command the USS West Virginia.

The Defense Program

NATIONAL GUARD TRAINING

ANATIONAL GUARD, better trained and better organized than in any previous peacetime period has been created within recent weeks as a result of intensive field training and additional armory drills.

National Guard officers, Army officers and the Army high command are full in their praise of the way in which the guard has reacted to what Maj. Gen. Albert H. Blanding a few weeks ago—before training began—characterized as a challenge to demonstrate the National Guard's ability to mobilize.

From General Blanding this week came the statement, "Reports to me indicate that the National Guard is doing real work, work that is very valuable to them. Reports indicate that attendance at field training will go above 85 per cent, exceeding original estimates."

General George C. Marshall, chief of staff, expressed his gratification over the guard's response. "Many have told me," he said, "that they are benefiting more from the week's training than from almost any one previous week's training."

Every unit in the National Guard is participating in the additional field training. Concentration by regiments and battalions appears to be the usual method of training, while the number of those taking a week's continuous training is about equal to the number who are taking their training in two or more shorter periods.

The training has been as varied as the nature of the troops undertaking it. Experience in short-order camp selecting and making has been afforded staff, engineer and quartermaster units; all units have been enabled to drill in mass and to undertake tactical and strategical maneuvers; artillerymen and infantrymen have engaged in combat firing; communications have been thoroughly tested; medical units have functioned efficiently.

Taking part in the training are a great number of new recruits, who otherwise would have gone to camp next summer with only a few armory drills behind them. Not only are those who filled the usual large number of vacancies occurring after each summer camp period receiving the field training, but the bulk of the 36,334 men enlisted so far in the 45,000-man expansion ordered by the President, 9 Sept., are getting a rapid introduction to military life.

It was pointed out by National Guard Bureau officials this week that 27 states have filled their quotas under the expansion program.

This expansion in turn has benefited the training. It has enabled companies, and smaller and larger units, to drill under conditions more nearly approximating those of modern warfare, because such units are more nearly at the strengths with which they would go into battle. Signal units, for instance, have been built to peace strength; antiaircraft and heavy gun units nearly so. Even the infantry company which two months ago went to camp with 66 men has an additional 17 men with which to fill some of the gaping holes in the tables of organization.

Armory drills, too, have been of great benefit. Large cities have worked out schedules of drills which are causing the least possible inconvenience to personnel of the guard. An outstanding gain has been the ability better to integrate instruction because less time elapses between drill periods and less old material consequently has to be gone over to keep subjects fresh in the guardsmen's minds.

A certain result of the additional seven days' field training and the 12 additional armory drills will be maneuvers next summer in which many of the conditions criticized this past season will have been eliminated.

Army High Command Confers Here on Training

A two-day conference of the Army's highest ranking officers—Corps Area and Army commanders—was ended yesterday at the War Department, and today most of the officers are seeking relaxation at the Army-Navy game in Philadelphia.

Thursday and Friday, however, were devoted to earnest round-table discussions of the new training program, the Army expansion and the European situation, as General George C. Marshall, chief of staff, obtained a meeting of minds of area commanders from all over the United States.

Keynote of the conference was sounded Thursday morning by Secretary of War Harry Woodring who opened the meeting with the statement: "We are embarking on the greatest program of peacetime training in the history of our Army. The many questions involved in that program demand there be a complete understanding in the field of the policies of the War Department, as well as a thorough appreciation by the War Department of the many problems arising in the field."

"For these reasons," he continued, "Army and Corps Area commanders have been assembled to discuss these matters with the General Staff." Mr. Woodring concluded with an invitation for all present to visit him to discuss any matters which should be brought to his attention or to offer any comments they desired to make.

Present at the meetings in addition to Mr. Woodring and General Marshall were the deputy chief of staff, the five assistant

chiefs of staff, the secretary of the General Staff, and the following area commanders:

Lt. Gen. Hugh A. Drum, Commanding General, First Army and Second Corps Area.

Lt. Gen. Stanley H. Ford, Commanding General, Second Army and Sixth Corps Area.

Lt. Gen. Stanley D. Embick, Commanding General, Third Army and Fourth Corps Area.

Maj. Gen. John L. DeWitt, who will become the commanding general of the Fourth Army and Ninth Corps Area on or about 1 Dec., with the rank of lieutenant general.

Maj. Gen. James A. Woodruff, Commanding General, First Corps Area.

Maj. Gen. James K. Parsons, Commanding General, Third Corps Area.

Maj. Gen. Daniel Van Voorhis, Commanding General, Fifth Corps Area.

Maj. Gen. Percy P. Bishop, Commanding General, Seventh Corps Area.

Maj. Gen. Herbert J. Brees, Commanding General, Eighth Corps Area.

Problems discussed by the assembled generals included not only those of the Regular Army, but also those of pertaining to the National Guard and the Organized Reserves.

Further attention to questions facing the Reserves will be taken up at a short conference beginning Monday. Brig. Gen. Charles F. Thompson, in charge of Reserve Affairs, will meet for several days (Continued on Next Page)

Boards' Reports for Congress

Despite extra work thrown upon the General Board by new developments in naval warfare in Europe, it is expected that its members who are chairmen of the Navy staff corps and aviation personnel board will have both boards' reports in the hands of Congress when that body reconvenes in January.

Acting Secretary Edison stated this week that he would have both reports ready for Congress when it meets, and officials of both boards confirmed his prediction, though the ARMY AND NAVY JOURNAL was informed that neither report will be in this week as originally scheduled. It is expected, however, that the report of Rear Adm. F. J. Horne's aviation board and the report of Rear Adm. E. J. King's staff corps board will be completed by Christmas. The Navy Department will expedite action on the reports to have them ready for Congress.

Both boards are studying personnel problems, one in the air arm of the Navy, the other in the various professional corps.

\$50,000 to Correct Faulty Ship

Congressional hearings on the President's estimates of deficiency appropriations necessary to carry out provisions of the limited emergency executive order this week developed testimony that it will cost between \$600,000 and \$1,000,000 to correct all of the over-weight defects in destroyers of the Anderson class.

There are 12 vessels in this class.

Weighting of the keels, shifting stores, and removal of some deck furnishings will insure the necessary stability. It was estimated that 40 to 50 tons of lead will be added to the keel of each ship. Testimony was given by Admiral Harold R. Stark, chief of naval operations, and Rear Adm. S. M. Robinson, co-ordinator of naval shipbuilding and chief of the bureau of engineering.

Both officers minimized the defects and said the characteristics of the vessels will not be allowed by the additional weight. It was estimated that a loss of about one-half knot in speed may result, but in view of the fact that these vessels perform at two knots over design speed, this loss of speed is not seriously regarded.

The defects, thus revealed as of minor consequence, were magnified by the secrecy thrown around them by the Navy, until rumors of widespread structural faults prompted Senator Vandenberg, Mich., to question Acting Navy Secretary Edison on their actual extent.

Two Divisions Begin Training

With the arrival at Ft. Benning on 18 and 19 Nov. of the remainder of 1st Division Headquarters, Headquarters and Military Police Company, and 16th Infantry, the "Fighting First" completed its concentration at Ft. Benning for winter training. Certain units have not yet recruited to their authorized strength. The 26th Infantry, 5th Field Artillery (155-mm howitzer), and 4th Medical Battalion, have the largest number of vacancies. Still inactive is one of the three battalions of the 7th Field (75-mm gun). The 4th Medical Battalion is completing its organization at Ft. Benning and will move into the 1st Division area early in December.

Each infantry regiment (16th, 18th, and 26th) has been issued its allotment of six of the new 37-mm antitank guns, and each is completely armed with the M-1 rifle. The remainder of the authorized number of 81-mm mortars and caliber .50 machine guns are expected to arrive shortly. M-1 rifles for the 1st Engineer Battalion and the Headquarters and Military Police Company, and eight 155-mm howitzers for the newly activated battalion of the 5th Field Artillery are in process of delivery.

So far the 1st Division has devoted its time at Benning primarily to the construction of its semi-permanent camp along the Cusseta Road southeast of Harmony Cemetery. Floors and Sibley stoves have been put in all tents, most of the frame buildings for showers, latrines, and kitchens have been finished. These structures are being put up with the assistance of WPA labor. Moreover, large wooded areas have been partly cleared, new roads have been put in, several existing trails have been made into two-way roads, and artillery impact areas and OP's have been prepared. The goal set for the completion of all construction is 21 Dec.

However, only a small fraction of 1st Division combat troops will remain on construction work after 4 Dec. when the divisional training program goes into effect. The period from 4 to 22 December is allotted to the Heavy Weapon School, Signal Communications School and Intelligence School; service firing by batteries of the 5th and 7th Regiments of Field Artillery; combat firing by infantry squads and platoons, and company one-day field exercises.

Games, sports, and other recreational activities will mark the week of Christmas holidays for those who are unable to go home during the cessation of training. (Continued on Next Page)

Increase in Pay Scales Sought by Sec. Edison

"Fairness and equity" warrant a proper readjustment of the pay schedules of the Navy, Acting Secretary Charles Edison asserted in his annual report to the Secretary, made public this week.

"The present inadequate pay," Mr. Edison said, "is occasioning discomfort and hardship, and while, to the credit of the Service, the morale and efficiency remain high, nevertheless fairness and equity warrant a proper adjustment of the pay schedules."

The Acting Secretary recalled the study made by the Department (the Sadler Board) at the request of Chairman Vinson of the House Naval Committee and pointed out that that report and its recommendations are available to Congress. He made no mention of the Navy's minority report in connection with Interdepartmental Pay Committee convened at the request of Senator Sheppard.

Mr. Edison stressed the importance of continuing an orderly program of additions to and replacements within our fleet from year to year. He also urges increases in personnel to man the greater number of vessels.

Excerpts from the report follow:

"I am glad to report that in my opinion the battle efficiency of the United States Fleet fully measures up to the confidence reposed in it by the citizens of our country in whose service it is dedicated. The morale of our personnel is high. The education and mental caliber of our enlisted men are superior. The fine quality of the leadership of the officers has been again confirmed by gratifying accomplishment in the naval operations conducted during the year.

"The Navy is prepared to exercise its vital function of bringing the enemy to our terms as quickly as possible, while keeping him at a safe distance from our shores.

"The importance of continuing an orderly program of additions to and replacements within our fleet from year to year without lapse is again stressed. In view of the threatening international situation it is probable that our present orderly program may have to be accelerated, but under no circumstances should it be retarded. The Department makes its yearly request for funds for naval construction based on a continuing program in order to prevent any reduction in the effectiveness of the fleet which would jeopardize national security.

"The status of our naval auxiliaries is still very unsatisfactory. This situation will continue until replacements now authorized have been completed and additional authorizations and appropriations obtained, as nearly all auxiliaries at present in commission are slow and overage, and replacements for them would not be immediately available in the merchant marine in time of war due to the special construction and facilities required for naval use. It may be expected also that more auxiliaries, in addition to replacements, will be required to meet the demands of our expanding fleet.

"The creation of a merchant marine of modern, fast, and efficiently manned vessels is a measure of great importance to national security as an auxiliary war reserve of vessels not needed for use in peacetime, but urgently and promptly required in war.

"The two battleships to be constructed with funds appropriated in the 1940 Naval Appropriation Act will be of 45,000 tons. Recommendations as to the tonnage of our future battleships will be made from time to time as necessary to best meet the needs of national security.

"Naval aviation has continued in its role of ever-increasing importance in national defense. Without diminution of efforts to develop and provide aircraft of optimum performance, great effort has been exerted also toward the provision of adequate facilities for the efficient operation of naval aircraft.

Praise Admiral Yarnell

"Admiral H. E. Yarnell has, for the period of this report, served with marked distinction as Commander in Chief of the United States Asiatic Fleet. In the protection of American nationals, policies, and possessions, Admiral Yarnell has been confronted with many vexatious issues and some situations of considerable consequence to the prestige of this country. In every case his duties have been performed to the eminent satisfaction of this office and in keeping with the highest traditions of the naval service.

Demands on Transportation

"The vital importance of transportation and supply facilities in connection with the recently authorized development work in the Pacific and Alaskan Islands will continue to make increasing demands on the cargo-carrying (Please turn to Page 293)



THE UNITED STATES ARMY



Chemical School Graduates

Following is a list of the Regular Army, National Guard and Reserve officers who will graduate 1 Dec. from the fourth basic course at the Chemical Warfare School, Edgewood Arsenal, Md.:

Captains

Carl L. Cronkhite, Me. N.G.; Brice C. W. Custer, Mich. N.G.; William A. Drabehn, Wis. N.G.; William G. Kelly, Mont. N.G.; Sidney P. Kretlow, Okla. N.G.; Harry J. Lewis, Jr., Fla. N.G.; Albert D. MacArthur, Wash. N.G.; Guy J. Morelle, N. Y. N.G.; Thomas A. Pedneau, La. N.G.; L. E. Roemer, C.W.S.; William H. Shimonek, C.W.S. (Inf.).

First Lieutenants

Theodore J. Cook, Vt. N.G.; James F. Damsen, N. J. N.G.; D. S. Doeppker, Ohio N.G.; Robin B. Eppler, C.W.S.; Lloyd E. Fellenz, C.W.S. (Inf.); Maurice V. Genter, Jr., Tenn. N.G.; Robert E. Greig, Calif. N.G.; Frank H. Grimmer, N. Mex. N.G.; Luther B. Hall, D. C. N.G.; Charles F. Harrison, C.W.S. (Cav.); Ralph L. Hirte, Oreg. N.G.; Arnold B. Hubbard, Colo. N.G.; James H. Johnson, Jr., Ala. N.G.; Boyd J. Joyer, N. Dak. N.G.; William A. Kuhn, Wyo. N.G.; Don L. Mace, V.C.; Ronald D. McDonald, Mich. N.G.; Thomas L. McNeerney, Minn. N.G.; D. L. McReynolds, Tenn. N.G.; Myron L. Mills, Ind. N.G.; Walter E. Nieman, Wis. N.G.; George R. Oglesby, C.W.S.; Richard E. Ramsey, Del. N.G.; Charles P. Reichel, D. C. N.G.; Michael J. Reilly, N. Y. N.G.; William R. Rogers, Ark. N.G.; Roland E. Russell, Mo. N.G.; James L. Stough, Ala. N.G.; Benjamin Weisberg, N. Y. N.G.; Otis M. Whitney, Mass. N.G.

Second Lieutenants

Frank M. Arthur, Oreg. N.G.; James H. Batte, CW-Res.; George H. Bischoff, CW-Res.; Odi Casali, W. Va. N.G.; Herbert F. Creelius, CW-Res.; Fred A. Curl, Ill. N.G.; Jewel M. Daughin, CW-Res.; Jewett W. Ervin, W. Va. N.G.; Randolph V. Flite, S. Dak. N.G.; David D. Hulsey, CW-Res.; Henry A. Kitzelman, Jr., CW-Res.; Jack F. Lane, CW-Res.; Claire Langley, Wash. N.G.; Ralph E. Leighton, Jr., Idaho N.G.; John R. Millon, CW-Res.; Laverne A. Parks, C.W.S.; Lloyd H. Rockwell, Iowa N.G.; Millard S. Storesund, CW-Res.; Paul R. Telth, Calif. N.G.; R. L. Thornton, CW-Res.; Dale L. Vincent, CW-Res.; Edward W. Wood, Tex. N.G.

9th Corps Area IG

Presidio of San Francisco, Calif.—Col. Arthur W. Lane, IGD, has been announced as Inspector General, Ninth Corps Area.

Army Mutual Aid Association

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New Regulation Uniforms

Mutual Aid Clarifies Order

The following statement regarding the mechanics of administering the provisions of War Department Circular No. 88, was issued this week by the Army Mutual Aid Association. The circular was printed on page 251 of the 18 Nov. issue of the ARMY AND NAVY JOURNAL.

The Finance Officer, Washington, D. C., through whose office all insurance premium payments by allotment are made, is furnishing each finance officer of the Army with a list of officers paid by such finance officer, noting the various allotments deducted from the pay of each officer under each Code Symbol together with the name of the allottee, etc.

In order to carry out the provisions of Circular #88-WD which has been issued pending changes in AR-35-5520 and which will become effective 1 January, 1940, it is not necessary for allottees to contact insurance companies to find out the exact amount of individual allotments.

Addresses Medical College

Lt. Col. John Dibble, MC, Acting Surgeon, Sixth Corps Area, delivered the annual Armistice Day Address to the College of Medicine at the University of Illinois 11 Nov. This annual memorial to personnel of the College of Medicine who lost their lives in the World War is held under the auspices of the Medical Alumni Council of the University.

Officer Named Legion Commander

Maj. Robert J. Wallace, USA, stationed at the Brooklyn Army Base, N. Y., was elected commander of the First Division Lt. Jeff Feigl Post 247, American Legion, for the year 1940. The First Division Lt. Jeff Feigl Post of the American Legion was organized in 1920 and its membership is composed of veterans of the First Division of the Regular Army in the A. E. F.

Army Mutual Aid Association

During the week Lt. Col. Thomas Fenton Taylor, Capt. Franklin L. Rash, Capt. Thomas M. Arnett, 2nd Lt. James G. Foley and 2nd Lt. Delk M. Oden were elected to membership.

Benefits paid: Brig. Gen. Alfred T. Smith, Ret., and Col. Charles Burnett, Cav.

Army Conference

(Continued from Preceding Page)

with the Army officers in charge of Organized Reserves in each Corps Area, who have accompanied their commanding generals to Washington.

On Thursday evening, General Marshall was host at his Ft. Myer home to the visiting generals, members of the General Staff, Chiefs of Arms and Services and their wives.

General and Mrs. Marshall were "At Home" from five to six on Thursday afternoon at their quarters at Ft. Myer in honor of the Army and Corps Area Commanders.

Also attending were the Chiefs of arms, branches and services and their Assistant Chiefs, and the senior officers of the War Department General Staff.

Mrs. Marshall received with Mrs. Harold R. Stark, wife of Admiral Harold R. Stark, Chief of Naval Operations. Mrs. Harry H. Woodring, wife of the Honorable Harry H. Woodring, Secretary of War; Mrs. Stanley F. Reed, wife of the Honorable Stanley F. Reed, Associate Justice of the Supreme Court of the United States; Mrs. Malin Craig, wife of General Malin Craig, former Chief of Staff of the United States Army,

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who but recently presided at such functions for the Army, and Mrs. Edwin M. Watson, wife of Brig. Gen. Edwin M. Watson, Secretary to the President, poured.

Divisions Begin Training

(Continued from Preceding Page)

The month of January will begin with battalion one-day field exercises. These will be followed by exercises for combat teams, each consisting of an infantry regiment, a 75-mm gun battalion, an engineer company, and detachments of Quartermaster, Signal, and Medical troops. Meantime there will be fire-direction exercises prepared by the artillery battalions.

During the latter part of the month will come a 2-day divisional field exercise, followed by a 3-day divisional exercise in which the faculty and students of the Infantry school will participate.

Periods between field exercises will be utilized for completing basic training and correcting deficiencies noted.

February will be a month of divisional field exercises. It is contemplated having four exercises, each of two days duration, and two exercises each of three days duration.

Present plans do not go beyond 2 March, as the time and place of holding Corps Maneuvers has not been announced.

During divisional exercises, it is contemplated that units of the IV Corps stationed at Fort Benning and troops of the Infantry School will also participate.

Third Division

Taking the field for the first time as a streamlined fighting force, units of the 3d Division departed from home stations 20 Nov. for a three-day field exercise involving a concentration of the division.

Maj. Gen. Walter C. Sweeney, commanding the division, announced that the exercise was the first of a series of tactical problems, designed to harden the troops, many of whom have only recently enlisted under the new army expansion program, and to accustom men to living under field conditions.

Participating in the initial exercise was the bulk of the newly streamlined division, consisting of the Headquarters 3d Division, 9th Field Artillery, 10th Field Artillery, 10th Engineer Battalion, 3d Signal Company, Headquarters and Military Police Company, and elements of the 3d Quartermaster Battalion, and the 7th Infantry.

Although not a part of the Division, the 15th Infantry, 3d Tank Company, 91st Observation Squadron, and 3d Balloon Squadron, were attached to the division for the problem.

According to orders issued for the exercise, troops from Ft. Lewis and Vancouver Barracks, traveling by motor convoys, concentrated in the Grand Nound—Chehalis area on 20 Nov., remaining in camp during 21 Nov. and returning to home stations during the following day.

Due to the shortage of motor transportation available to move the entire command at one time, part of the troops made the movement by shuttle marches, in which a portion of the organization, traveling by trucks, moved to the concentration area, while the remainder of the organization began marching on foot. At their destination the trucks unloaded and returned for the remainder of the command.

7th Cav. Brigade

Brig. Gen. Adna R. Chaffee, according to press reports from Kentucky, has announced that the 7th Cavalry brigade (Mec) will begin intensified maneuvers in the vicinity of Ft. Knox this month and next, in place of earlier plans to engage in the concentrated war games in the south.

It is stated that Lt. Col. Kenna G. Eastham has headed a board to obtain trespass rights on 14,000 acres of land near Ft. Knox for the exercises. Present plans call for completion of the training before 1 Feb. A number of overnight bivouacs will be made, it is said.

General Chaffee visited the War De-

partment this week and called on Departmental chiefs.

The War Department this week directed the commanding general, Sixth Corps Area, to send the 1st Squadron, 14th Cavalry, and the 2nd Battalion, 3rd Field Artillery, to Camp Joseph T. Robinson, Ark., for temporary duty and winter training under his command. The movement was begun 30 Nov. Units are to reach their destination by 10 Dec. The troops will move by motor and the outfits will camp overnight at Army posts en route. Some troops will remain at Ft. Sheridan as caretakers.

Army Promotions

Noncommissioned officers of the Chemical Warfare Service were given promotions this week as a result of the Army expansion programs. Promotions were dated as of 8 Nov., the day the new grades and ratings were issued for the Army.

Eight technical sergeants were promoted to master sergeant, leaving two vacancies in that grade still to be filled. Seven staff sergeants were advanced to technical sergeant, leaving one less in that grade than formerly, and leaving a total of 13 vacancies ultimately to be filled. Six men were promoted to staff sergeant, leaving 29 ultimate vacancies in that grade.

Further promotions will not be made for several weeks—until new eligibilities are established as a result of the examinations which began 29 Nov.

Additional promotions being made late this week in the Signal Corps will be published in next week's issue of the ARMY AND NAVY JOURNAL.

Chemical Warfare Promotions

To be master sergeant:

R. Johnson	F. Brumbaugh
E. W. Graf	G. E. Wittman
R. A. Jackson	E. J. Place
R. A. Gould	R. L. LaBolle

To be technical sergeant:

R. I. Libby	W. F. Houser
A. J. Guerin	W. T. Bridges
E. T. Tappin	J. Watson
J. R. Sanders	

To be staff sergeant:

W. L. Long	T. C. Moore
V. Deptula	R. E. Barnes
N. G. Mays	G. E. Allard

Air Bases and Air Depots Named

Secretary of War, Harry H. Woodring announced yesterday that pursuant to the recommendations of a Board of Officers appointed by the Chief of the Air Corps, new Army Air Corps Stations which are formed or in the process of being built have been named as follows:

Northeast Air Base, Holyoke, Mass.; Westover Field; Southeast Air Base, Tampa, Fla.; MacDill Field; Buja Point Air Base, Panama, Howard Field; Puerto Rican Air Base, Borinquen Field; Sacramento Air Depot, Calif.; McClellan Field; Ogden Air Depot, Utah, Hill Field.

In recommending these names, the Board of Officers took into consideration many factors, including pioneer work in the early days of aviation, World War service and long and distinctive service in peace-time involving hazardous flying in the interest of scientific investigation and development work. The names were inspired by the following:

Maj. Gen. Oscar Westover, AC, who met instant death while piloting his airplane, crashing at the field of the Lockheed Aircraft Company, Burbank, Calif., 21 Sept. 1938.

Col. Leslie MacDill, AC, who was killed when the airplane which he piloted crashed at Anacostia, D. C., 9 Nov. 1938.

Maj. Charles H. Howard, AC, who was killed in an airplane accident on the night of 25 Oct. 1936, near Bryan's Mill, Texas.

Borinquen is the original name of the island of Puerto Rico and its inhabitants were called Borinquenos or Borineuas.

Maj. Hez McClellan, AC, who was killed in an airplane accident at Centerville, Ohio, 25 May 1936.

Capt. Ployer P. Hill, AC, who was killed in an airplane accident at Wright Field, Ohio, on 30 Oct. 1935.

Navy Secretary's Report

(Continued from Page 291)

ing vessels of the Naval Transportation Service.

Reserve Aviation

"Naval Reserve activities have continued to play an important part in naval aviation. The large number of aviation cadets trained at Pensacola and graduated to the fleet for active duty serve not only to augment the ranks of naval aviators but also to form a large and valuable force of reservists who will be thoroughly indoctrinated and available for duty in time of national emergency. Legislation enacted near the close of the fiscal year, which permits commissioning these officers as ensigns in the Naval Reserve upon graduation from Pensacola, will undoubtedly redound to the benefit of the service. Activities at the Reserve aviation bases throughout the country have furthered the interests of the Navy and have proved a valuable adjunct to other operations. The Naval Reserve Aviation Base at Squantum, Mass., was of particular service at the time of the loss of *Squalus*.

Lighter-Than-Air

"A moderate program of lighter-than-air activities has been continued. Training of personnel in this branch of the service has proceeded, utilizing nonrigid airships. It is particularly gratifying to note that despite the increased scope of naval aviation activities in the fleet, the accident record was 31 per cent less than during the fiscal year 1938.

Tactics

"Annual fleet problems should be continued as they are of the utmost value in training the personnel of the fleet.

"The major units of the United States Fleet should continue to be based in the same general operating areas as this policy affords the maximum opportunity for tactical training and indoctrination between types.

Engineering Performances

"All vessels in full commission participated in the engineering performances to the fullest extent compatible with their special employments. The reliability of the vessels is being stressed in order that any inherent weaknesses in the engineering plants may be discovered and corrected.

Naval Communications

"Thirty-six naval radio traffic stations have been in commission during the past fiscal year. Five such stations have been maintained in inactive status. Thirteen United States missions abroad have maintained radio re-

ceiving sets for the purpose of copying the State Department bulletins broadcast daily from the naval radio stations at Washington and Cavite.

"The total traffic handled by the Naval Shore Radio System, including relays, during the year is estimated to have been 182,810,008 words. Some 26,782,730 original words were filed with the Naval Communication System for transmission for all Government departments and agencies.

"Thirty-five radio direction-finder stations were in commission during the year.

"The Navy accepts commercial telegrams only where private facilities are not available.

"The expansion and communication training of the Naval Communication Reserve has made satisfactory progress during the past year. There are now 30 Reserve radio control stations equipped with Government-owned transmitting and receiving equipment. The Communication Reserve has rendered valuable service in local emergencies during storms and floods especially during the disruption of communications in New England following the hurricane of September 1938.

Personnel

"Appropriations for 1939 allowed an average enlisted strength of 107,550 men, ending the year with 110,100 men.

"With this allowance, it has been possible to maintain the larger ships at 85 per cent of the war complement, the minimum under which these ships can be safely operated. Submarines have been maintained at 100 per cent complement, and other types at varying percentages, dependent on the type and duty performed. The average allowance was 85.6 per cent of war complement.

"While the 85 per cent allowance is sufficient for the peacetime requirements of certain types of combatant ships, the total personnel is inadequate in experienced men to provide for mobilization of the Fleet.

"The Department must maintain mobilization plans which contemplate the complete and efficient manning of useful combatant ships, now in full commission, in reduced commission, or out of commission, in addition to many auxiliary vessels that will be obtained from the Merchant Marine. To this end, in order to provide sufficient trained men, supplemented by the available Naval Reserves, the ships of the Fleet should be fully manned with complements of war strength.

"The situation with respect to officer personnel is not as favorable as that with regard to enlisted personnel. Studies indicate that

8,671 line officers are necessary to fully man, with peacetime allowances, the Navy now authorized and building. The legislation enacted by the last Congress increased the authorized line officer strength from 6,531 to 7,562. On June 30, 1939, there were 6,877 line officers on the active list. Recognizing that 8,671 are necessary to man the Navy now in sight for peacetime service, an obvious deficiency exists, ameliorated only in part by the assignment of aviation cadets to sea duty as they graduate from the Pensacola source, and by the annual increment of graduates from the Naval Academy. In consequence of the shortage in number, it has not been practicable to furnish vessels of the fleet with their full allowance of officers. Other methods of supplying the necessary number of officers are under study by the Navy Department. The maintenance of the Naval Academy on a 4-appointment basis is essential to make up for annual losses and to provide an annual increment toward the increase of the line strength.

Reserve Personnel

"The Naval Reserve Act of 1938 provides that, subject to appropriations made annually by Congress, it is the purpose and intent of the act that the United States Naval Reserve shall be administered with the definite objective of reaching the maximum numerical strength of trained and qualified officers and enlisted men in the several classes, as may be determined by the Secretary of the Navy, within a period of 10 years, and, as nearly as may be possible, by equal annual increments. The Reserve officer strength increased by 408 (exclusive of 1,380 aviation cadets) to 12,986 and the enlisted strength, which includes 16,630 fleet reservists, increased by 1,973, to 41,985. Aviation cadets increased by 143 to 1,380.

"While the increase in the number of officers and men is gratifying, it is only a small proportion of the additional personnel which must be trained in order to reach the goal established by Congress. Since the attainment of this objective is restricted by annual appropriations, it is hoped that annually-increased appropriations sufficient to provide a ten-year training program will be forthcoming.

"In general the mobilization efficiency of the Organized Reserve which is dependent upon various factors, such as the filling of volunteer quotas authorized to complete mobilization strength, training facilities and armories, may only be considered as good. However, considerable improvement in their

general efficiency has been effected during the past year.

"The proficiency of the Volunteer Reserve and Merchant Marine Reserve can increase only in the ratio in which appropriations and training facilities are provided. Unless funds for training officers commissioned after graduation from the naval Reserve Officer Training Corps unit are provided, a great deal of this potential officer strength will be lost to the Service.

Pay

"The personnel of the Navy are receiving pay and allowances as fixed in 1922. The act of 1922, however, was in itself largely a readjustment of the pay basis throughout the military services and effected but a slight increase, approximately 10 per cent on the average, in the pay of naval personnel under the act of 1908. The pay of Federal and State officials has largely increased and standards of civilian pay and wages have advanced. The present inadequate pay is occasioning discomfort and hardship, and while, to the credit of the Service, the morale and efficiency remain high, nevertheless fairness and equity warrant a proper adjustment of the pay schedules.

United States Marine Corps

"Appropriations for the fiscal year 1939 permitted an average enlisted strength of 17,500 men. The requirements of an expanding naval establishment emphasize the urgency of accelerating the rate of increase of personnel to enable the Marine Corps to carry out the missions assigned by the Navy in basic plans.

(Continued on Next Page)

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THE U. S. NAVY

Navy Relief Stages "Kongo"

The Navy Relief play "Kongo," presented by a Naval Air Station cast, was received with high acclaim by thousands who packed the Pensacola, Fla., High School auditorium on the four nights of 10, 11, 17 and 18 Nov.

The success of the play was due to the diligence and unremitting work of Capt. S. R. White, station supply officer, and his wife, Isabel White, to a cast that was a natural, to a highly efficient backstage crew, and to the hardworking members of the various committees.

Naval officers and wives making up the cast of odd, exotic characters were Lt. Edward J. Lanigan, Lt. and Mrs. Roger W. Mehle, Aviation Cadet James H. Gerberding, Lt. Frederick A. Davison, Josephine Sooy, Lt. Calvin E. Wakeman, Comdr. Lloyd Harrison, Lt. Edward H. Eldredge, Comdr. and Mrs. Alfred W. Chandler, Lt. Edward W. Bergstrom, Lt. Norwood A. Campbell, and Lt. Comdr. P. R. Coffin. Messboys of the station made up the portage caravan.

Chaplain J. G. Rousseau, U. S. Army Reserve, was the technical adviser on African customs. He also loaned properties.

Chairmen of the various committees included: Tickets, Mrs. Frederick Ceres; properties, Mrs. T. L. Sprague; program, Mrs. J. D. Wilson; scenery, Mrs. H. L. Wyatt; publicity, Mrs. J. J. Pierpont; ushers, Mrs. R. L. Mellen; costumes, Mrs. T. R. Leverette, and stage manager, Comdr. R. D. Lyon.

The play never before had been produced outside the professional theater. The playwrights, Chester Devonde and Kilbourn Gordon, and the publishers gave special permission to use the play in the interests of Pensacola Navy relief.

Navy-Marine D. C. Red Cross

The Navy-Marine District of Columbia Red Cross Unit, of which Mrs. Charles Edison is Chairman and Mrs. Albert Niblack, Director of Work, has received the following letter of appreciation from the Headquarters of the recent Red Cross Annual Roll Call:

"I would like you to know how deeply I appreciate your help during the Roll Call campaign. Your Navy-Marine Corps Unit alone brought in the extraordinary record of 706 members and \$1805.45. I am particularly grateful to you for manning the booth at the Union Trust Company so efficiently on such short notice. You will be interested, I am sure, in knowing that over \$300 of your total was brought in through your booth in memberships outside the Navy and Marine Corps. I hope you will feel, as we do, that that was well worth the effort."

Warrant Officers Named

The following enlisted men were issued appointments as warrant officers in the Navy, to rank from the date stated opposite their names:

Gunner—Richard L. Kennedy, chief turret captain, USS Phelps, 21 Nov.

Electricians—Gordon H. Ross, CEM, USS California, and Walter E. Jarvis, EM1C, USS Whitney, 20 Nov.

836 Enlisted in Navy

For the first time in three weeks enlistments in the Navy dropped below the 1,000 mark, with 836 reported enlisted throughout the United States for the week ending 24 Nov.

During the week ending 17 Nov., 1,324 men were enlisted, and for the week ending 10 Nov., 1,316 men were enlisted. The preceding week only 457 joined.

Of the new enlistments, 731 were new men, 45 men who had completed a tour of service, and 60 were former Navy men, reenlisted in their old ratings.

Navy Medical Meeting

"Head Injuries" will be the topic of discussion at the monthly meeting of Naval medical and dental officers on duty in the District of Columbia and vicinity, to be held in the Naval Medical School, at 8

p. m., 4 Dec. Dr. Walter E. Dandy of Johns Hopkins Hospital, Baltimore, Md., will be the speaker.

Navy Mutual Aid Association

Eighty-eight new members were enrolled in the Navy Mutual Aid Association during the months of October and November. There has been a total enrollment of 524 since January 1, 1939, when the level premium plan became effective, which offers substantial evidence as to the popularity of the change.

The Association has recently circularized members, age 51 to 55 inclusive, inviting attention to certain advantages which would result should they find it practicable to change to a level premium basis.

The Association points out that the basic principle observed in transferring members from the assessment status to the level premium basis, was that the member would pay approximately the same to the paid-up age selected for him under the level premium plan as he would pay over the same period on the assessment basis. Under this principle, members age 50 and over in 1938 were not transferred to the level premium basis. A number of members, age 50 to 55 have, however, found it advantageous to change to the level premium basis in order to obtain a paid-up benefit at approximately the statutory retirement age, and, for the purpose of building up higher equities than are available under the assessment plan. The cash value under the assessment plan cannot exceed \$1,500, whereas the cash value under the level premium plan will build up to \$5,107 at the paid-up age of 65, which is the popular selection of this older group.

Navy Secretary's Report

(Continued from Preceding Page)

Health of the Navy

"The general trend of health in the Navy is toward improvement as shown by a progressive decrease in the general admission rate for the past 10 years. The admission rate in 1938 was lower than that in 1937. There have been no major epidemics of communicable diseases.

"There were 51,810 new admissions from all causes for the calendar year 1938, giving a rate of 393.70 per 1,000 as compared with a 9-year median of 520.61. There were 7,118 new admissions for wounds and injuries in 1938 with a rate of 51.13 per 1,000 as compared with a 9-year median of 61.78. This represents a decrease of 4.76 per cent for the year when compared with 53.69 per 1,000 for 1937.

"There were 362 deaths from all causes in 1938 giving a rate of 2.60 per 1,000. This rate is 31 per cent lower than the 9-year median rate (3.78 per 1,000).

Research—Development—Tests

"The Navy Department maintains a planned program of research, experiments, and tests. Engineering and scientific disclosures which appear in this country and abroad are developed in order to provide the latest methods of machinery design and operation. The program extends in many directions and ranges from large-scale ship design, construction, and propulsion problems to small devices and materials which form details of apparatus.

"A few of the many special items in connection with improvements made during the year in design, materials, or equipment are noted:

"A few of the many special items in connection with improvements made during the year in design, materials, or equipment are noted:

"Development of apparatus and technique for diving with oxygen-helium mixtures in lieu of normal air was continued at the Experimental Diving Unit, Navy Yard, Washington, D. C., and the use of these mixtures contributed to the successful dives made in salvaging USS Squalus.

"Increasing use is made of spectrographic analysis of materials under inspection and also use of gamma-ray and X-ray for non-destructive testing of important castings, forgings, and weldments.

"Improvements in the methods of driving high-tensile steel rivets into galvanized hull structures has resulted in more satisfactory riveting being accomplished.

"Research and investigation have continued in many fields including: Welding technique and strength of welded materials; improvement in die-lock anchor chain; sand control and mixture in casting steel; abatement of noise in naval vessels; durability of materials for salt water piping; packing, insulating, and lubricating materials for use

with higher pressures and temperatures; methods of cleaning diesel oil storage tanks and dehumidification and preservation of humid compartments on board ship.

"Routine design and drafting of propellers for naval vessels under construction was accomplished and, in addition, similar work was accomplished for the United States Maritime Commission, the Coast and Geodetic Survey, and the Department of the Interior.

"Material progress has been made in the dieselization of power boat machinery during the year. Gasoline engines have been replaced by diesel engines in the power boats of five battleships, four cruisers, and two tenders. All new ships commissioned are provided with diesel engines for power boats.

Transportation

"The need for modern freight piers at major naval activities equipped with adequate handling facilities for the efficient and economical handling of freight was again demonstrated during the concentration of the fleet on the east coast.

"There exists a definite inadequacy of floating equipment, such as self-propelled oil barges, self-propelled freight lighters, and garbage lighters, at the various yards and fueling depots.

Hydrographic Office

"The fiscal year was characterized by increasing demands from the Navy and Merchant Marine for Hydrographic Office charts and publications.

"As a matter of national defense it is imperative that the Navy become independent of foreign sources for charts of foreign areas. Increased personnel and appropriations are required to attain this end. American merchant captains are increasingly dependent upon the Hydrographic Office for navigational publications and information of foreign waters."

Navy, Marine Selection Boards

Five lieutenant commanders of the Navy have been approved by Acting Secretary Charles Edison for transfer to engineering duty only as the result of recommendations submitted by a selection board which was convened at the Navy Department 13 Nov. under the chairmanship of Rear Adm. Samuel M. Robinson, chief of the Bureau of Engineering.

Three of the officers are now on duty in the Bureau of Engineering.

Officers selected for EDO, with their present assignments, are:

Lt. Comdr. Carl S. Drischler, Bureau of Engineering.

Lt. Comdr. Harry Burris, Bureau of Engineering.

Lt. Comdr. Edward C. Forsyth, Bureau of Engineering.

Lt. Comdr. William C. Latrobe, Commanding Officer, USS Hale.

Lt. Comdr. Max Schreiner, staff, Commander Destroyer Squadron Four.

Three other selection boards are now in session. One was convened 20 Nov. to recommend four colonels of the Marine Corps for advancement to brigadier general, and 19 lieutenant colonels for promotion to colonel. The other two met, 22 Nov., one to recommend a brigadier general of the corps for promotion to major general, and the second to name 12 captains for promotion to rear admiral and 52 commanders for advancement to captain.

The earliest day on which the first of these reports could have been made was Thursday, while the reports of the two latter boards could, at the earliest, have been released today. Consequently, all three reports may now be expected at any time.

Acting Secretary Edison today announced the names of members of two additional boards—the Junior Marine Corps selection board which will meet 11 Dec. to select 75 captains for promotion to major and to consider for promotion 30 first lieutenants who are eligible for captain, and the board to meet the same day to select line officers of the Organized Reserve for promotion to commander and captain.

The Marine Corps has only 30 lieutenants who have had the requisite six years of commissioned service for promotion to captain. Other vacancies in that grade occurring this year will remain unfilled the next selection board meets. Marine officers pointed out that first lieutenants are only designated as "best fitted." Those not achieving that status are

passed over. Customarily only one or two lieutenants are passed over each year.

The Reserve selection board will name officers to fill the following vacancies which exist now or which will exist prior to 1 July 1940:

Surface component—two captains and three commanders.

Aviation component—three captains and six commanders.

Members of the Junior Marine selection board are:

President—Col. Charles D. Barrett; members—Lt. Col. William C. James, Lt. Col. Lemuel C. Shepherd, Jr., Lt. Col. Robert Blake, Lt. Col. Field Harris, Lt. Col. William A. Worton, Lt. Col. John W. Thomson, Jr., Lt. Col. Charles T. Brooks, Lt. Col. William T. Clement; recorder—Lt. Col. Joseph W. Knighton.

Members of the organized Reserve board are:

President—Rear Adm. Henry E. Lackey, USN; members—Capt. Morton L. Deyo, USN, Capt. Harry G. Patrick, USN, Capt. DeWitt C. Ramsey, USN, Capt. Charles Boone, D-O, USNR; recorder—Lt. Comdr. W. S. G. Davis, USN.

Navy Basic School Graduates

Fourteen lieutenants (junior grade) of the Navy Medical Corps were given certificates of completion of the basic course at the Navy Medical School on 30 Nov. by Capt. William L. Darnall, DC, USN.

Rear Adm. Benjamin H. Dorsey, MC, USN, delivered the commencement address, and Capt. Robert D. Workman, chief of chaplains, delivered invocation and benediction. Music was furnished by the U. S. Navy band orchestra.

Lieutenants (junior grade) who graduated from the course were:

F. W. Gross	M. V. MacKenzie
A. E. Gulick	G. W. Mast
J. F. Handley	R. C. Parker
E. E. Keeton	C. A. Stevenson
B. L. Kendall	E. F. Szlosok
B. B. Langdon	J. D. Walters
L. G. Llewellyn	R. P. Wilson

New York Navy Alumni Dance

The New York Naval Academy Alumni Association will hold its first informal "get-together" dance at the Brooklyn Navy Yard, 9 Dec.

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The War At Sea

This has been a week of war in three elements, the sea, the surface of the sea and the air. It has seen used the gun, the torpedo, the ash can, the bomb and the mine. From the pen of Winston Churchill came a bulletin vividly describing the first engagement between surface ships, the pocket battleship Deutschland and the cruiser Emden on the one side, and the converted auxiliary cruiser Rawalpindi on the other. The latter was swiftly sunk by her heavier gunned and armored antagonists. A submarine penetrated the outer defenses of the Firth of Forth and torpedoed the cruiser Belfast, which may have been the basis for the German claim that one of its U boats sank a cruiser of the London class off the Shetland Islands, a claim denied by the British Admiralty. Authoritative reports from London estimated that the British and French have sunk or captured 43 U boats. When the war began the German Navy had 68 such vessels available for service, but replacement of the losses has been possible to some extent because of German ability to build such craft in eight months. There can be no doubt, however, that the loss of trained crews has become a serious handicap to undersea operations, and the effect on morale must be grave. Further to restrict commerce with England, the German Admiralty planted mines by submarines and airplanes in the shallow waters off the east and southeast coasts of England and in the Thames Estuary, a procedure in violation of the Hague convention. These mines have caused heavy losses of British and neutral shipping. In retaliation, the British Government announced an order in Council under which German exports will be seized and condemned as prize. The mines, described as magnetic, are believed to be the development of a British World War invention based upon the compass principle. When an iron or steel ship approached, the needle would be deflected so as to close the ignition circuit, and the explosion resulted. As the week passed, the number of mine victims decreased, indicating that British counter measures including sweeping and diversion of traffic, were meeting with success.

Of the week's developments, perhaps the most dramatic was the reappearance of the Deutschland and the Emden. The first vessel destroyed by the pocket battleship was the freighter Stonegate on 5 October. This vessel was sunk east of the Bahamas at 25° N. Lat., 70° W. Long. Following this action, the Deutschland cruised north. On 12 October she stopped and released a Norwegian ship off Newfoundland. Two days later she sank a freighter in the same neighborhood. A report from the Azores announced her appearance on 7 November in those waters. On 23 November, sixteen days later, in company with the Emden she was in the waters between Iceland and the Faroe Islands, where the two ships administered the coup de grace to the ill-fated Rawalpindi.

From the time the Deutschland slipped through the British blockade the last of September until the battle with the Rawalpindi, she had been at sea at least 54 days, and had cruised a minimum of 10,000 miles, an average of around 200 miles a day. Her cruising range is 16,000 miles, but it is obvious she must have been met by a tanker and supply ship which replenished her stores. When discovered by the Rawalpindi, possibly she was making for home for refit, and to give her crew a rest. It must be admitted even by the German Admiralty that her service as a raider has been comparatively negligible. But she has affected British and French nerves and concerned neutral shipping, and compelled dispersion of her enemy's scouts, including his few faster, heavier gunned ships, in search for her.

An important revelation of the character of gunnery of the German ships is found in the action with the Rawalpindi. The Churchill bulletin shows that that vessel was first bracketed with two salvos from six 11-inch guns at 10,000 yards. Then came the third and fourth salvos, which smashed the target. Closing in

(Please turn to Page 308)

U. S. COAST GUARD

Rear Admiral Russell R. Waesche this week made an aerial inspection trip to the Jacksonville District. He returned to Washington yesterday. Due to the press of business at Headquarters, he has been forced to abate somewhat his practice of frequent inspection trips, but whenever possible, he expects to make first-hand inspection of the new facilities under his command.

Lighthouse Commissions

Nominations have been made for the commissioning of former Deputy Commissioner of Lighthouses, Charles A. Park, and former Chief Engineer Ralph R. Tinkham, to be captains in the Coast Guard. It was stated that it may be as long as two years before all of the lighthouse service personnel eligible for commission can be commissioned.

Lighthouse Personnel Policy

A circular letter issued this week to all members of the former Lighthouse Service eligible for appointment or enlistment in the Coast Guard, prescribed policies to be followed for: (a) Those who possess the necessary qualifications and who desire induction; (b) Those who do not possess the necessary qualifications but who desire induction; (c) Those who possess the necessary qualifications but do not desire induction.

Those in class (a) will be inducted into grades and ratings in the Coast Guard and will be placed on the same basis as other Coast Guard personnel. Those in class (b) will be given every consideration when assignments, promotions and increases in pay are made. Those in class (c) who prefer to remain in the civil establishment and who do not desire induction will retain their present civil status and will be transferred to positions in the civil establishment, either within the Coast Guard or in some other department of the Government, as rapidly as conditions permit.

Civilian employees of the former Lighthouse Service whose duties are comparable to the duties of civilian employees of the Coast Guard, i. e. draftsmen, mechanics, laborers, watchmen, etc., will retain their present status and will be treated in all respects in the same manner as civil Coast Guard personnel.

Discussing the policy, Admiral Waesche said:

Much study has been given in deciding the appropriate grades to which Lighthouse Service personnel should be assigned in order that they be equitably determined, not only from the Lighthouse Service point of view, but from the point of view of men in the Coast Guard who will have to work alongside them. From letters received at Headquarters there appears to be some misunderstanding and confusion as to designations as they are applied in the two services, some of which vary widely in meaning in naval and merchant services. For example, a stevedore on a cutter is the living quarters of endets,

chief warrant officers, and warrant officers, while on a merchant vessel the term applies to the lowest class of passengers' quarters. A boatswain in the Coast Guard is an officer of considerable rank and pay and in direct line for promotion to the commissioned grade of chief warrant officer, while in the merchant marine a boatswain enjoys no such status.

There is also some confusion as to the bases on which persons are paid in the civil and military services. In the civil service the pay of the employee is generally the pay of the position he holds at the time; the rank or rate and pay of officers and men in the Coast Guard are based on many factors, not the least of which is the potential ability of the person concerned to perform assigned duty. The pay of such personnel does not change with change of duty. Thus a warrant officer may be given the command of a cutter, or assigned as watch officer on a patrol boat, or stationed ashore, with no change in his rank or in his rate of pay, and with no loss of his precedence for promotion. The fact that an officer possesses a license as mate or engineer officer does not change this situation. Although not required of them, many non-rated men of the Coast Guard possess such licenses.

Some officers of the Lighthouse Service have indicated that they believe that, because they are classed as officers in their own service they should not be placed in an enlisted status. This opinion probably arises from a misconception of the duties of a chief petty officer. Such an officer averages about 14 years of Coast Guard and Naval service. He is trained in the military responsibilities of his position and is highly proficient in the duty of his specialty. If his specialty is line duty he frequently stands watch as junior officer of the watch on cutters, and as watch officer on smaller vessels. He is assigned as officer-in-charge of patrol craft and lifesaving stations. If his specialty is engineering he has the full responsibility of engineer officer of the watch on the largest cutters, and is frequently in charge of the engineer department of smaller vessels. As all warrant officers are selected from the grade of chief petty officer he is in direct line for promotion, and, since the number of warrant and chief warrant officers is more than half that of chief petty officer, his opportunity for promotion is excellent. Warrant officers are in direct line of promotion to chief warrant officer, who is a commissioned officer, receiving the pay and allowances of a Lieutenant (Junior grade) upon first appointment, that of Lieutenant after ten years of service in grade, and that of Lieutenant commander after twenty years of service (limited by law to \$5000 a year). Chief warrant officers of the Coast Guard outnumber warrant officers; consequently promotion to this grade is usually rapid. Thus it will be seen that personnel of the Lighthouse Service who accept appointments will be placed in a very favorable position. Not only will they retain their higher pay status, but they become eligible for promotion, increases in pay, and other benefits accorded similar Coast Guard personnel.

The Commandant is confident that the factors discussed in this letter will lead to a better understanding of some of the problems, and remove many uncertainties, to the end that Lighthouse Service personnel may be better qualified to decide what course they should take in this matter.

The War on Land

While the action on the Franco-German border continued this week to be confined principally to reconnaissance, war flared out in the northeast with a Russian equivalent of the Blitzkrieg in Finland.

Though the Russians employed land, sea, and air forces in their subjugation of little Finland, it was their air force and Army that administered the most punishment. Three successive air raids over Helsinki, employing, it is reported, thermite bombs, set the clean and orderly city afire and killed hundreds. Other cities to feel Stalin's ire from the air included Viipuri and the industrial city of Ensio.

The Russian Army was reported to have advanced across the border from the Isthmus of Karelia, near Leningrad to the Finnish corridor on the Arctic Ocean. Moscow announced that these advances were from 10 to 15 kilometers. In the north above Lake Ladoga the Reds cut off Suojarvi, while further north, west of Murmansk, they isolated the Fishermen's Peninsula near Finland's harbor of Petsamo. Aircraft participated in some of these advances, machine gunning omnibuses and automobile traffic on the roads.

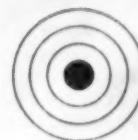
The Red Navy assisted by proceeding westward in the Gulf of Finland and taking the island of Selskari and shelling Viipuri and nearby settlements.

The invasion put at rest all doubts as to Stalin's willingness to employ his armed forces. There had been a considerable body of opinion that held the Soviet's internal political situation was such that the leader would be loath to give his military chiefs the authority they would have to have to wage war. The effect is to vastly complicate the world situation, greatly to the worry of the democratic allies. Sweden, Norway and Denmark feel their safety more greatly jeopardized than ever before.

England will feel the loss of Finland's independence quite keenly for she has leaned heavily for some time on her inviolable ally.

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BULL'S EYE



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Naval Ordnance Progresses

Work of the Bureau of Ordnance has progressed satisfactorily during the past year, according to the annual report of Rear Adm. W. R. Furlong, USN, chief of the Bureau of Ordnance, made public this week.

Excerpts from Admiral Furlong's report follow:

"Design and production of aviation ordnance material to meet the needs of the forces afloat and of the ship and aircraft building program have progressed satisfactorily during the year.

"The experimental work of the Bureau has progressed satisfactorily during the year. New devices have been perfected, and development of others has been commenced.

"The Naval Mine Depot has supplied the forces afloat and outlying stations with mine, depth charge, war head, and aircraft bomb units and parts. Overhaul and modification of this class of material in storage and received from outlying stations have progressed.

"The Naval Torpedo Station, Newport, R. I., has continued the modernization of old torpedoes and the manufacture of new torpedoes, igniters, primers, fuses, tracers, and detonators up to its capacity. Output has been increased and cost decreased."

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SATURDAY, DECEMBER 2, 1939

"War has never been a mere matter of men and guns. It is a thing of disciplined might."—WOODROW WILSON.

ONCE AGAIN THE SECRETARY OF WAR AND the Acting Secretary of the Navy are officially calling the attention of the President and Congress to the inadequate pay scales of the Services. Allied with them in support of revision are the Departments of the Treasury, and Commerce. Thus, the responsible officials of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service, are united in the opinion that the compensation of officers and men, to quote Acting Secretary Edison, "is occasioning discomfort and hardship." Further to quote Mr. Edison, "while, to the credit of the Service, morale and efficiency remain high, nevertheless, fairness and equity warrant a proper adjustment of the pay scales." The same may be said of the Army, Coast Guard and other organizations. Contributing to the prospect of relief legislation is the disposition of the President, who, in vetoing the bill for the benefit of warrant officers, explained that he was constrained to withhold approval "because I do not favor such increases without regard to the compensation provided by existing law for enlisted men and officers of the Army." Not content with inserting a recommendation in his annual report, soon to be made public, Secretary Woodruff has been discussing the pay situation with Chairman May, of the House Military Committee. He has stressed particularly the necessity of better provision for the younger officers and the enlisted men, and arguing that the higher pay provided for the latter by the Navy is not only harmful to the morale of the soldier but adds to the difficulty of recruiting. A further comparison, which is to the disadvantage of both Services, is the pay received by the CCC, and the compensation of widows of enrollees. The pensions allowed to Service widows admittedly are a mere pittance upon which they cannot possibly eke out an existence. Realization of this fact has aroused Maj. Gen. Frank T. Hines, the able Chief of the Veterans Bureau, to take steps to bring about their increase. With the Administration practically an unit in support of pay revision, it is unfortunate that division exists in the Services, due to the attempt of the Navy Department to get a special scale for its officers and men. In spite of the prodigality with which Congress has made appropriations, there is a powerful group working for economy. That group seizes upon differences in view in the Services to prevent action. Familiarity with the ways of Congress leads us to urge strongly that there be a prompt adjustment of such differences so that there will be no excuse for failure to make the provision that justice and fairness demand.

IT IS GRATIFYING TO READ SUCH a report as Rear Admiral H. G. Bowen has made on the activities of the Naval Bureau of Engineering during the past year. The gratification arises on two scores, first, from the complementary advance made in steam conditions and machinery, which is more economical, reliable, and easier to operate and protect in battle, and, second, from the frankness with which is disclosed design defects, later corrected as a result of experience. The constant aim of the technical bureaus of the Navy Department is to provide ships for the fleet that will be more effective than their predecessors or those of similar types in foreign Navies. This means incessant research and study and preparation of designs based thereon, which frequently have novel characteristics, and the building of engines and boilers, turbines, propellers, and gadgets, which in actual operation sometimes develop weaknesses and defects. These weaknesses and defects are eliminated, with the result of power plants for the vessels which increase the performance of the ship, lighten the maintenance load on personnel and save money for the Government. Take, for example, the matter of high pressure, high temperature steam conditions for steam propelled vessels. By successive steps pressure has been gradually raised from 200 pounds to 600 pounds, 850 degrees Fahrenheit. The machinery developed to handle this load is superior to the old type and the smooth ease of operation strongly appeals to the crews fortunate enough to have it in charge. Again, it was learned that the installation of destroyer type of machinery in cruisers meant substantial saving in space and weight, with an increase in speed. Admiral Bowen truly says the improvements represent a bold step forward in the face of conservatism, trepidation and no little opposition. The results, however, demonstrate that such boldness is an essential of progress. The fact that designs proved faulty in some respects when production occur is realized, for instance, by house builders, who find that drawings do not always produce the perfect structure planned. In frankly admitting defects, Admiral Bowen has increased respect for the engineering talents his organization possesses. We repeat that if the Department would promptly admit, as it should have done in the case of some of the latest destroyers, that there had been error in designs, which is being remedied, the country would understand, and make no criticism. It is only concealment that gives rise to unfounded rumors which cause public concern over the condition of our ships.

Service Humor

Garden Plot

An Irish soldier in France during the Great War received a letter from his wife saying there wasn't an able-bodied man left, and she was going to dig the garden herself. Dan wrote at the beginning of his next letter: "Bridget, for heaven's sake, don't dig the garden; that's where the guns are."

The letter was duly censored, and in a short time a lorry load of men in khaki arrived at Dan's home and proceeded to dig the garden from end to end. Bridget wrote in desperation, saying that she didn't know what to do as the soldiers had dug up the garden.

Dan's reply was short and to the point—"Put in the spuds."

—5th Corps Area News.

Psychology

An Englishman on a lonely street, late at night, was accosted by a tough looking individual.

"Kindly help a pore, lonely, 'omeless man, guv'nor, wot's got nothin' in de world but a loaded revolver and no conscientious objection to usin' it."

—The Pointer.

Deep Six

"Mama?"

"Yes, darling."

"Mama—Daddy isn't like other men, is he, mama?"

"Why, what do you mean?"

"Because he just got tired waiting for the elevator, and went down the shaft without one."

—Contributed.

Dead Marine

In the British Navy in the old days when there was hard drinking at sea the expression "marine" or "dead marine" generally referred to an empty bottle. The story is told that William IV, when Duke of Clarence and Lord High Admiral, at an official dinner said, pointing to some empty bottles, "Take away those dead marines." A dignified and elderly major of Marines present, rose from the table and said: "May I respectfully ask why your Royal Highness applies the name of the corps to which I have the honor to belong to an empty bottle?" The Duke, with that tact and characteristic grace that was his, retorted promptly, "I call them marines because they are good fellows who have done their duty and are ready to do it again."

—Bamboo Breezes.

Now to complete the sad tale of the constructor. Honorable mention for concluding the rhyme goes to "L.R.W."

They tell of a constructor named Jowells Whose destroyers, top heavy, brought scowls,

Armed with tape line and plumb,

The tests left him numb,

And Jowells is now feeling the rowels.

Heigh-ho, up the Severn to Annapolis, and we find a disconsolate young man, it appears,

There was a midshipman from Maine, To whom math was a terrible pain, Said he, "blunder follows blunder, Can I make that 2.5 number

(Any similarity to any midshipman, past or present, is purely coincidental.)

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

B. B.—You will probably be made staff sergeant in the Signal Corps by Christmas, though this cannot be stated definitely. Certainly you will be made on the current list.

M. L. B.—The transfer of the 13th Infantry to Panama is a permanent change of station. At present, no dependents, whether of officers or men are being transported or moved at public expense, except by special approval of the department commander, and the Army is discouraging their removal to the department.

G. R. F.—Latest information shows 1st Lt. Charlton P. Lee, USMC-ret., may be reached at Box 718, Route 1, Beavertown, Ore.

J. E. K.—The length of service required of second and first lieutenants before promotion is set by law. That law has not been changed, and there is no indication that it will be changed from the present three and ten years, respectively.

In The Journal

10 Years Ago

Brig. Gen. Hugh A. Drum, commanding the 1st Division, recently completed informal inspections of the 1st Division posts in the Metropolitan Area, paying particular attention to the administrative work being carried on.

20 Years Ago

The 8th Balloon Company, under command of Lt. Byron T. Burt, one of the winners of the recent Army-Navy balloon race, is organizing the first Army Airship Station on the Mexico border.

30 Years Ago

With Midshipmen Lange, Magruder, Dague and Ingram at key positions, a football team from the USS Nebraska defeated an eleven representing the receiving ship Hancock, 29-0. The Nebraska eleven has won 9 and tied 2 out of 11 games.

50 Years Ago

The Secretary of the Navy has hit upon a plan for securing good men, which is commended to the Army. He proposes to allow men to enlist for life with retirement after 30 years of service.

75 Years Ago

Congress and the President have seldom done anything so entirely pleasing to "all hands" as the establishment of the rank of vice admiral and the promotion of the brave Farragut to the new rank.

War Department
Organized Reserves

OFFICIAL ORDERS

Navy Department
Marine Corps

ARMY ORDERS

Secretary of War
Harry H. Woodring
The Assistant Secretary of War
Louis Johnson
Chief of Staff
General George C. Marshall

QUARTERMASTER CORPS

MAJ. GEN. HENRY GIBBINS, QMC.
Maj. Thomas L. Holland, from Philadelphia, Pa., 1 Jan. 1940, to 4th CA, Gen. Depot, Atlanta, Ga.

MEDICAL DEPT.

MAJ. GEN. JAMES C. MAGEE, MC.
Medical Corps

Col. Louis Brechenin, Jr., from Philippine Dept., to Letterman Gen. Hosp., Pres. of San Francisco, Calif.

Lt. Col. Milton W. Hall, det. at Ft. Sheridan, Ill., to examine applicants for Med. Dept.

Lt. Col. James S. Simmons, from Boston, Mass., 15 Feb. 1940, to off. of S&G, Wash., D. C.

Lt. Col. Herbert L. Quickel, from Panama Canal Dept., to Ft. Riley, Kan.

Capt. George H. Donnelly, det. as med. examiner before Army retiring bd., hq., 2nd CA, Governors Island, N. Y.

Capt. Lewis C. Shellenberger, from Carlisle Bks., Pa., 5 Jan. 1940, to off. of S&G, Wash., D. C.

Capt. William E. Barry, from Panama Canal Dept., to Army Med. Center, Wash., D. C.

1st Lt. Edward R. Marshall, det. as member of bd. to examine applicants for Med. Dept., Plattsburg Bks., N. Y.

Dental Corps

Col. Robert B. Tobias, det. as member of Dental Promotion Examining Bd., Ft. McPherson, Ga.

Lt. Col. Melville A. Sanderson, from Ft. Du Pont, Del., 15 Jan. 1940, to Ft. Slocum, N. Y.

Lt. Col. E. Frank Sharp, from Hawaiian Dept., to Ft. Des Moines, Iowa.

Capt. Robert E. Hammersberg, from Ft. Slocum, N. Y., 15 Jan. 1940, to N. Y. Port of Embarkation, Brooklyn, N. Y.

Veterinary Corps

Lt. Col. Francois H. K. Reynolds, from Panama Canal Dept., to Station Hosp., Ft. Sam Houston, Texas.

FINANCE DEPT.

MAJ. GEN. FREDERICK W. BOSCHEN, C. of F.

Lt. Col. James MacKay, retired, 31 March 1940, for age.

Maj. Thomas M. Tiernan, from Ft. Des Moines, Iowa, 30 Nov., to home and await retirement.

Maj. Frank M. Moore, (Inf.), from Baltimore, Md., to 8th CA, Ft. Bliss, Texas.

Capt. John R. Vance, prior orders amended; still NY 28 Dec. for Philippine Dept.

CORPS OF ENGINEERS

MAJ. GEN. JULIAN L. SCHLEY, C. of E.
Capt. James H. Stratton, from Conchas Dam, New Mex., 4 Dec., to dist. engr., Caddo Dist., Caddo, Colo.

Capt. Parker M. Reeve, from Duluth Engr. Dist., Minn., 1 Jan. 1940, to 10th Engr. Bat., Ft. Lewis, Wash.

2nd Lt. Charles B. Schweizer, from Ft. Belvoir, Va., 1 Dec., to 70th Engr. Co., Ft. Du Pont, Del.

CAVALRY

MAJ. GEN. JOHN K. HERR, C. of Cav.
Maj. James A. Kilian, from Ft. Riley, Kan., 15 Jan. 1940, to Org. Res., 6th CA, Chicago, Ill.

Maj. Gersum Cronander, from Charleston, W. Va., 15 Feb. 1940, to Org. Res., 7th CA, St. Louis, Mo.

W. Va., 15 Feb. 1940, to Org. Res., 7th CA, St. Louis, Mo.

Capt. Gustavus W. West, from Ft. Hayes, O., 10 Dec., to 7th Cav. Brig., Ft. Knox, Ky.

Capt. George P. Berilla, Jr., from 13th Cav., Ft. Knox, Ky., to 5th Const. Art., Ft. Hamilton, N. Y., 1 Feb. 1940.

Capt. John L. Hitchings, from 12th Cav., Ft. Ringgold, Texas, to 13th Const. Art., Ft. Barrancas, Fla., 1 Feb. 1940.

Capt. Donald W. Sawtelle, from 4th Cav., Ft. Meade, S. D., to CAC, Philippine Dept., Sall SF 20 Jan. 1940.

Capt. Charles H. Noble, from Ft. Bliss, Texas, to GSC, hq., 1st Cav. Div., Ft. Bliss, Texas, 29 Nov.

2nd Lt. Don R. Ostrander, from 8th Cav., Ft. Bliss, Texas, to Ord. Sch., Aberdeen Proving Ground, Md., 1 Jan. 1940.

2nd Lt. Victor L. Johnson, Jr., from Lincoln, Neb., to 4th Cav., Ft. Meade, S. D.

FIELD ARTILLERY

MAJ. GEN. ROBERT M. DANFORD, C. of FA.

Maj. Samuel White, from Ogden, Utah, 1 Jan. 1940, to 2nd Div., Ft. Sam Houston, Texas.

Maj. Lowell M. Riley, from Paris, France, 28 Dec., to 10th FA, Ft. Myer, Va.

Capt. Bertram F. Hayford, from Ft. Leavenworth, Kan., to temp. duty at Ft. Benning, Ga.; to Hawaiian Dept., Sall Charleston 29 March 1940.

Capt. Frank E. Carpenter, Jr., from Ft. Leavenworth, Kan., to temp. duty at Ft. Benning, Ga.; to Philippine Dept., Sall Charleston 29 March 1940.

Capt. Claude A. Billingsley, from Hawaiian Dept., to 5th FA, Madison Bks., N. Y.

Following officers, from Philippine Dept., to station shown after name: Capt. Ronald L. Pride to 5th FA, Madison Bks., N. Y.; 1st Lt. Raymond L. Cato to 8th FA, Ft. Bragg, N. C.

Capt. Howard J. John, from Pres. of San Francisco, Calif., 30 Nov., to 3d Div., Ft. Lewis, Wash.

1st Lt. Charles E. N. Howard, Jr., from Ft. Bragg, N. C., to Philippine Dept., Sall Charleston 29 March 1940.

1st Lt. Henry W. Herlong, from 10th FA, Ft. Lewis, Wash., to Ord. Sch., Aberdeen Proving Ground, Md., 1 Jan. 1940.

COAST ARTILLERY CORPS

MAJ. GEN. A. H. SUNDERLAND, C. of CAC.

Maj. Geoffrey M. O'Connell, prior orders revoked.

Maj. Bernard C. Bailey, from Hawaiian Dept., to Org. Res., 5th CA, Indianapolis, Ind.

Following officers, from Coast Art. Sch., to staff and faculty, Coast Art. Sch., Ft. Monroe, Va.: Capt. Warren C. Rutter, 1st Lt. Edgar N. Chace, 1st Lt. Avery J. Cooper, Jr., 1st Lt. Carl H. Fernstrom, 1st Lt. Russell M. Nelson, and 1st Lt. Milton L. Ogden.

Following officers, from Ft. Monroe, Va., to Hawaiian Dept., Sall NY 7 Feb. 1940: 1st Lt. Harry R. Boyd and 1st Lt. Charles B. Duff.

2nd Lt. William J. Flinn, from East St. Louis, Ill., to 7th Coast Art., Ft. Du Pont, Del.

INFANTRY

MAJ. GEN. GEORGE A. LYNCH, C. of Inf.

Col. Morris M. Keck, retired, 31 March 1940, for age.

Col. Fred H. Turner, retired, 29 Feb. 1940, upon his own application, after more than 40 years' service.

Maj. William G. Burt, from West DePere, Wis., 12 Dec., to home and await retirement.

Maj. Charles P. Sutherland, from Ft. Leavenworth, Kan., to Org. Res., 7th CA, Minneapolis, Minn.

Maj. Eugene N. Frakes, from Hawaiian Dept., to Org. Res., 2nd CA, New York, N. Y.

Maj. Ralph Hall, from Ft. Benjamin Harrison, Ind., 1 Dec., to 4th CA, Opelika, Ala.

Maj. William H. Craig, from Ft. Leavenworth, Kan., to Org. Res., 4th CA, Savannah, Ga.

Maj. James J. Pirtle, from Ft. Leavenworth, Kan., to Org. Res., 3d CA, Philadelphia, Pa.

Maj. Claude M. Adams, from Ft. Leavenworth, Kan., to Org. Res., 2nd CA, New York, N. Y.

Maj. John J. Murphy, from Philippine Dept., to Org. Res., 4th CA, Alexandria, La.

Maj. Walter P. O'Brien, from Ft. Leavenworth, Kan., to West DePere, Wis.

Maj. Arthur J. Russell, from Ft. Sam Houston, Texas, to 9th CA, Reno, Nev.

Maj. Hammond D. Birks, from Ft. Leavenworth, Kan., to Org. Res., 6th CA, Milwaukee, Wis.

Maj. William C. Lee, from 2d Inf. Brig., Ft. Ontario, N. Y., to off. of Ch. of Inf., Wash., D. C.

Capt. Luther G. Causey, from Philippine Dept., to 26th Inf., Plattsburg Bks., N. Y.

Following officers, from Panama Canal Dept., to station after name:

Capt. Harold Doud, to 18th Inf., Ft. Hamilton, N. Y.

1st Lt. George L. Deschenenau, Jr., to 3d Inf., Ft. Snelling, Minn.

Following officers, from Hawaiian Dept., to

(Please turn to Page 305)

NAVY ORDERS

Acting Secretary of the Navy
Charles Edison

Chief of Naval Operations
Admiral Harold R. Stark, USN

22 November 1939

Lt. Cdr. Robert S. Bertschy, det. USS Maryland in Dec.; to cfo USS Sepulga and on bd. when comm.

Lt. Cdr. Van Fitch Rathbun, det. 12th Nav. Dist.; to duty as OinC Nav. Res. Educational Center, San Francisco, Calif.

Lt. Cdr. Elliott B. Strauss, det. staff, Cdr., Atlantic Sqdn.; to cfo USS Brooks and in command when comm.

Lt. James I. Cone, det. Naval Academy in Oct.; to cfo USS Haraden and on bd. when comm.

Lt. Peter M. Gaviglio, det. Naval Academy in Oct.; to cfo USS Aulick and on bd. when comm.

Lt. Miles H. Hubbard, det. USS Patterson in Nov.; to exec. off. USS Patterson.

Lt. John O. Miner, det. Naval Academy in Oct.; to cfo USS Meade and on bd. when comm.

Lt. Robert R. Moore, det. Nav. Trng. Sta., Norfolk, Va. in Oct.; to cfo USS Branch and on bd. when comm.

Lt. Carter A. Printup, det. USS Mackenzie abt. 18 Dec.; to cfo USS Meade and in command when comm.

Lt. Louis F. Volk, det. Naval Academy; to cfo USS Mason and on bd. when comm.

Lt. (jg) John N. Bohand, det. USS Brooklyn; to USS Brazos.

Lt. (jg) William A. Hunt, Jr., det. USS Arkansas in Nov.; to cfo USS Mason and on bd. when comm.

Lt. (jg) John J. Kircher, det. USS Colorado in Dec.; to cfo USS Edwards and on bd. when comm.

Lt. (jg) John H. Parker, det. USS Wichita in Dec.; to cfo USS Satterlee and on bd. when comm.

Lt. (jg) John V. Smith, det. USS Honolulu in Nov.; to cfo USS Crosby and on bd. when comm.

Ens. Louis P. Spear, det. USS Philadelphia in Dec.; to cfo USS Satterlee and on bd. when comm.

Lt. James J. V. Cammisa (MC), det. Navy Yard, Boston, Mass. abt. 1 Dec.; to Nav. Ammun. Depot, Hingham, Mass.

Capt. Joseph E. McDonald (SC), det. Navy Yard, Wash., D. C. 15 Dec.; to Nav. Air Sta., Alameda, Calif.

Ch. Mach. John Sogorka, det. Office of Nav. Insp. of Machs., New York Shipbldg. Corp., Camden, N. J. abt. 15 Dec.; to cfo USS Dixie and on bd. when comm.

24 November 1939

Comdr. Newcomb L. Damon, det. 16th Nav. Dist.; to Capt. of Yd., Navy Yard, Cavite, P. I.

Lt. Joseph B. Duval, Jr., to asst. engr. off., USS Philadelphia.

Lt. Ove P. O. Hansen, det. 11th Nav. Dist. in Oct.; to Navy Yard, Pearl Harbor, T. H.

Lt. George B. Madden, det. Naval Academy in Oct.; to cfo USS Satterlee and on bd. as exec. off. when comm.

Lt. Jesse H. Motes, Jr., det. Navy Yard, Charleston, S. C.; to cfo USS Crosby and on bd. as exec. off. when comm.

Lt. (jg) Henry H. Strozler, det. USS Conyngham; continue trmt. Nav. Hosp., San Diego, Calif.

Ens. Fitzhugh L. Palmer, Jr., det. Instr. Nav. Air Sta., Pensacola, Fla.; to Fighting Sqdn. 7 (USS Wasp).

Lt. Cdr. William S. Bunkley (MC), det. Nav. Ammun. Depot, Hingham, Mass. in Nov.; continue trmt. Nav. Hosp., Chelsea, Mass.

Lt. Charles D. Bell (MC), det. Nav. Hosp., San Diego, Calif. abt. 28 Oct.; to Navy Reig. Sta., Minneapolis, Minn.

Lt. (jg) Ellwood V. Roger (MC), det. USS Whitney in Dec.; to cfo Dest. Div. 69 and in that div. when comm.

Lt. (jg) Chalmers R. Carr (MC), det. USS Colorado in Dec.; to cfo Dest. Div. 72 and in that div. when comm.

Lt. (jg) Raymond L. Abrahamson (SC), det. Navy Yard, Boston, Mass. in Nov.; to cfo Dest. Div. 68 and in that div. when comm.

Lt. (jg) Emory D. Stanley, Jr. (SC), det. Bu. S. & A., Navy Dept. in Dec.; to cfo Dest. Div. 73 and in that div. when comm.

Lt. (jg) Elton W. Sutherland (SC), det. 13th Nav. Dist. in Dec.; to cfo Dest. Div. 70 and in that div. when comm.

Ens. James F. Parker (SC), det. USS Hamann in Nov. or Dec.; to cfo Dest. Div. 67 and in that div. when comm.

Bosn. Thomas L. Cleaver, Jr., ors. modified. To USS St. Louis instead 12th Nav. Dist.

Bosn. Alexis T. Terrio, det. USS New Mexico in Dec.; to Nav. Air Sta., Pensacola, Fla.

Gun. William C. Mathes, det. USS Worden abt. 16 Oct.; to Asiatic Fleet.

Mach. John N. Achuff, to Nav. Air Sta., San Diego, Calif.

Elec. Walter E. Jarvis, to USS Whitney.

Elec. Gordon H. Ross, to USS California.

25 November 1939

Comdr. Henry A. Seiler, ors. modified. To Bu. Engr., Navy Dept. instead Rec. Ship, New York, N. Y.

Lt. Thomas A. Donovan, det. USS Enterprise abt. 15 Dec.; to Asiatic Fleet.

Lt. (jg) Thomas M. Foley, Jr. (MC), det. USS West Virginia in Dec.; to cfo Dest. Div. 71 and in that div. when comm.

Lt. (jg) John B. MacGregor (MC), det. USS Ranger in Dec.; to cfo Dest. Div. 73 and in that div. when comm.

Lt. John H. Keatley (CC), addl. duty Asst. to Nav. Insp. of Ord., Fed. Shipbldg. and Dry Dock Co., Kearny, N. J., and Bethlehem Steel Co., Staten Island, N. Y.

Ch. Mach. Wilfred I. Kennedy, det. Navy Yard, Boston, Mass. abt. 15 Dec.; to cfo USS Tippecanoe and on bd. when comm.

Ch. Carp. James T. Kelly, det. Navy Yard, Boston, Mass. abt. 20 Dec.; to USS Texas.

Carp. Eual A. Hayes, det. Nav. Air Sta., Pearl Harbor, T. H. abt. 28 Oct.; to USS Argonne.

Pearla W. Hoyle, Ch. Nurse, det. Subm. Base, Coco Solo, C. Z.; to Nav. Hosp., Puget Sound, Wash.

27 November 1939

Comdr. Fred W. Connor, det. 12th Nav. Dist. in Dec.; to cfo Dest. Div. 69 and in command when comm.; addl. duty CO, USS Mackenzie.

Comdr. Edward H. Jones, det. Asst. Insp., Nav. Matl., San Francisco Dist., San Francisco, Calif. in Dec.; to cfo Dest. Div. 72 and in

(Please turn to Page 303)

MARINE CORPS

Major General Commandant
Maj. Gen. Thomas Holcomb

Col. DeWitt Peck, det. FMF, MCB, San Diego, to duty as CO, 4th Marines, Shanghai, China, via SS President Coolidge, sailing Los Angeles, 11 Dec.

Maj. Augustus T. Lewis, ret., assigned to active duty at MR, Parris Island, S. C.

Maj. Allen E. Simon, ret., assigned to active duty as OIC, Recruiting District, Binghamton, N. Y.

2nd Lt. William C. Kellum, ors. 9 Nov. modified, det. NAS, Pensacola, Fla., on or abt. 22 Dec., to 1st Mar. Aircraft Group, Quantico, Va.

Chief Mar. Gar. Victor H. Czegka, on arrival U. S., assigned to MB, NYd., Mare Island.

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SERVICE NEWS AND GOSSIP

The Spanish Situation—(By Colonel T. Bentley Mott, Paris Correspondent of the ARMY AND NAVY JOURNAL). General Franco recently requested the German Ambassador and his staff to quit Saint-Sebastian, where most of the embassies and legations, including our own, are now fixed, and establish themselves at Burgos. He considered that the presence of the German Embassy so near the French frontier might be considered undesirable by the French. There is a constant stream of communication across the frontier at Hendaye, and the French would certainly prefer to have the German Ambassador as far away from the border as possible. This action on the part of General Franco is indicative of his desire to be absolutely beyond reproach or suspicion in his attitude of neutrality as between Germany and France.

When the war started, the German Ambassador asked General Franco if he would allow the Balearic Islands to be used as a German submarine base. General Franco informed the Ambassador that he had no intention of permitting Spain to become involved in the present war, that he would not do anything which could be interpreted as giving Spanish assistance to one side or the other, and so he could not grant his request. The Ambassador then asked if the Islands might not be designated as a harbour of refuge for hunted submarines in case of difficulties. General Franco answered that he would not allow one foot of Spanish territory wherever located to be used by any belligerent in the present war.

The naturally strong religious sentiments which have always characterized the Spanish people and their fervent attachment to the Catholic Church are now reasserting themselves under the new régime. The cruelty of the Reds to priests and nuns and their desecration of the churches during the civil war has been followed by an easily comprehended reaction. A renewed ardour for religion is seen everywhere and is encouraged by the government. On October 12th there was a great religious celebration at Saragossa, where a shrine is located, which is for the Spaniards what Lourdes is for the French. General Franco announced his intention of being present at these ceremonies, accompanied by all of the principal members of his government.

The conduct of Germany in allying herself with Soviet Russia for the ravishing of Poland has deeply shocked General Franco as a man, as a Catholic and as the head of a civilized state. The gratefulness he freely declared towards Germany for aiding him during the civil war has been modified by the sentiments of horror he and most of his people feel in regard to what has taken place. Spaniards do not forget that it was Stalin who prolonged their civil war, and they hold him responsible for the death of at least one half of two million people and the untold destruction of property in their country. Without him they believe that the civil war would have been over in a few months.

There can be no doubt that the outbreak of the present conflict has diminished the internal difficulties which were confronting Franco's government last July. It has changed Spain's relations with Germany and simplified her relations with Italy. The mass of Spaniards and Italians are entirely united in their sentiments regarding the Hitler-Stalin combination and the cruelty displayed towards their fellow Catholics in Poland.

The institution of a Council of State by Franco is an act of wise statesmanship. Upon this council are to be found representatives of all of the different parties, except the remnants of communists and anarchists. They include out-and-out monarchists, requetes, phalangists, liberals and even a few moderate republicans. This council is a consultative body, not elected but appointed, and for the time being constitutes the nearest approach to a parliament which the present condition of Spain could admit with safety. Its members are free to express their opinions at meetings; they are not merely asked to approve Franco's acts; they are consulted and their advice listened to.

The case of General Quipo de Llano illustrates the difference between Franco's methods and Hitler's. This capable but turbulent spirit did most excellent work during the civil war when faced with difficulties, but his conduct after the victory soon became marked by eccentricity and clear acts of insubordination. Any head of state would have been justified in trying him by a court-martial; Hitler or Stalin would simply have had him shot; General Franco sent him as head of a military mission to Rome, where he could do no particular harm and might, indeed, through his gallant personal qualities, do some good; and when this duty is over he will go to Argentine as Ambassador.

The relations of Franco's government and the White Spaniards during the civil war with the Germans were simplified by two facts: first, there were not many Germans at any time in the peninsula and most of them were military specialists; secondly, Spain paid Germany for all the supplies sent her, practically on a cash basis. Germany was extremely glad to get the money, for it was in foreign credits.

There were a great many more Italians than Germans in Spain, and it was common knowledge that, as might be expected, friction existed at times. The Spaniards strongly resented Italy's boasts and Mussolini's speeches to the effect that it was Italy who was winning the war for Franco. There was also more money owing to Italy than to Germany, and the debt has not yet been entirely paid; satisfactory arrangements, in which Mussolini has shown himself reasonable, have now been made for its liquidation. The sentiment as between the Spanish and Italian Governments is at this moment entirely comfortable. Mussolini is too smooth to have ever made any such crude demand as Hitler did in the matter of submarine bases in the Balearic Islands. He probably understands the moral reactions of a man like Franco in a way impossible to Hitler. In any case, he appears to realize that General Franco is quite capable of running his own show and proposes to do so.

With Spain severely neutral, if the war should be carried into the Mediterranean, the situation of Italy would be far more dangerous and the position of France and Great Britain much more favorable than what the parlor-strategists were announcing a year ago, or even two months ago, when every newspaper and magazine was being flooded with calculations based upon the belief that Spain was certain to play Germany's game, try to seize Gibraltar, etc., etc.

Spain's relations with France are on a basis of mutual trust which grows stronger every week. The personality and history of the officer who has been made recently chief of Staff of the Spanish army is one of the numerous indications of this happy condition of affairs. He was recently sent by Franco on a brief visit to French generals commanding along the Spanish frontier, and I have most excellent reasons for saying that what took place in those conversations was not of a nature to cause the French Government any anxiety. Another indication, tiny as it may be, of this state

of feeling, is seen in the enthusiasm with which ladies belonging to the very oldest Spanish families and who live in this region of France, enter into the war work that is being done here for the French wounded. These people have been for three years fanatical francists; they are largely monarchists, and they would not so conspicuously show their sympathies for France if they believed that it might meet with disapproval in Madrid.

The elimination of communism in France—not just its official suppression but the detestation which all Frenchmen at present feel for everything connected with the Soviets and all their works—has removed the chief obstacle which for years has embittered the relations between France and Spain. With Daladier feeling towards the communists exactly as Franco does, and with Italy's sentiments on the subject of the Hitler-Stalin partnership so closely resembling Spain's, it can be said that there is nothing whatever to prevent a good political understanding and a mutually helpful commercial intercourse between the two countries separated by the Pyrenees.

The Baltic seems lost, but the Mediterranean has been saved.

Radio Blackouts Curtail Bombings—A new reason for lack of mass aircraft attacks on the large cities of belligerent nations was advanced this week at the technical session of the Washington section of the American Institute of Electrical Engineers here by Mr. Vernon D. Hauck, chief inspector of the Bendix Radio Corporation, Baltimore, Md., who stated that curtailment of radio communications may well be responsible. Mr. Hauck said, in the opinion of many experts, aircraft were unable to locate their objectives because they could not make full use of their radio navigational equipment.

The engineer explained that the modern systems of radio direction of aircraft serve not only as a guide to pilots, but also make known the pilot's location to his enemy at the same time. "This being the case," Mr. Hauck said, "the airplane expeditions evidently think it safer to try to locate their objectives by instruments alone and trust to good luck and weather. That is why I believe many of those seemingly incongruous bombings of the British Isles were meant for London." Mr. Hauck devoted the greater part of his address to an explanation of radio controls and their bearing on commercial and military flying. "Air transportation can only be good," he stated, "when it can operate on schedule. This being the case, we must look to the day when we can fly from point to point without consideration of weather."

Antarctic Expedition—A message received from the motor ship North Star, of the U. S. Antarctic Service, 29 Nov., stated that the North Star, Izak Lystad, master, en route to Panama, was expected to arrive at Cristobal, early that day. Rear Adm. Richard E. Byrd, USN-Ret., commanding officer of the expedition, is expected to join the North Star at the Canal Zone. From Panama, Captain Lystad will lay a course direct to Dunedin, New Zealand.

While at sea, members of the expedition are employed in assembling dog sledges and overhauling gear preparing for unloading operations in the Bay of Whales next January. In the evenings, informal seminars are held to study the work of previous Antarctic expeditions.

Infantry Firepower—The arming of the Infantry with the new semi-automatic rifle and other modern weapons will not make possible a reduction in the number of doughboys, Maj. Gen. George A. Lynch, Chief of Infantry, pointed out in a discussion of the new infantry regiment in the current issue of the Infantry Journal. Statements that the new triangular division has greater "fire power," General Lynch said, can only apply where the division is in a fixed position, for the most part concealed from observation and protected from flat-trajectory fire, firing moreover at known ranges and with an unlimited supply of ammunition. Fire power is thus merely a potential which can be realized only when the conditions permitting its application to a target are present.

"The fact is," he continued, "that when the movement factor is introduced, the picture is totally changed. You can no longer apply the yardstick of fire power to measure the fighting power of a unit..."

Discussing the need for training the infantry soldier and the small infantry unit to take advantage of modern conditions of warfare and pointing out the mistake formerly made by developing only one type of tank, where the weight and protection necessary to make it a useful infantry arm had been sacrificed to the speed required of mechanized troops, General Lynch resumed his discussion of fire power and man power, stating, "If we are to proceed from the point of view that improved weapons permit us to reduce the force required for a successful attack, then we have sacrificed all the progress we have made. But never since the dawn of history has an improvement in the effectiveness of a weapon been adduced as a reason for decreasing its numbers. The direct contrary has been the case. Muskets, rifles, machine guns and cannon have all been increased in numbers as their effectiveness improved. We did not decrease the number of rifles when the breech-loading weapon, the magazine rifle and clip-fed weapon replaced their less effective predecessors—nobody thought of doing so..."

"But the term man power is also likely to lead to dangerous misconceptions. Too often man power is thought of in the mass and the individual evaluated only as something like cannon fodder. *Manpower in movement* means much more than mass. It means the relentless pressure of the oncoming fighter, the terrorizing whine of bullets coming first from one flank, then the other, the demoralization of defending groups isolated from support—and finally in the assault—man surging up before man with looks of murder in his eyes. You can't reduce this to a fire-power formula.

"It is a mistake," concluded General Lynch, "to compare our present regiments and divisions with former American or present foreign units and then attempt to gauge their relative fighting powers. Regiment does not fight regiment, nor is division pitted against division... The test of superiority of an organization, say a regiment, does not lie in its merits as compared with another unit in the same classification; the test is whether a million men molded into such structures will be more effectively and economically utilized for the purposes of operations. What do we conclude from all this? That the new regiment can be expected to accomplish tasks of the same magnitude that were assigned to its predecessor? This is highly improbable. That a million infantry organized into new-model regiments will attack with greater prospects of success on the fronts habitually assigned to man power of that proportion? That is unquestionable; its superior armament, the better relation of its supporting units to the attacking troops, its improved tactical transportation have in spite of increased administrative overheads gone a long way toward restoring the offensive capacity of foot infantry."

Nation's Leaders at Philadelphia for Army-Navy Football Game

As President Roosevelt, Secretary Woodring, Acting Secretary Edison and virtually all the high command of the defense forces assemble today in Philadelphia, they are assisting in carrying out a game that has become one of America's great sport spectacles.

Behind today's renewal of the service football classic is a most fascinating history of gridiron play, paralleling the history of the game.

The Cadets from West Point and the Midshipmen from Annapolis met for the first time on the gridiron in 1890. According to a headline in the ARMY AND NAVY JOURNAL of 6 Dec. 1890, the Army and Navy "tried conclusions" for the first time on 4 Dec. 1890 at West Point.

Football was instituted at the Naval Academy several years before West Point had a team, and as the Navy eleven jogged onto the field at the beginning of the game, the JOURNAL correspondent noted that the condition of Navy's uniforms "showed that the match to be played was by no means a maiden effort."

He continued, "The grace and dexterity with which the ball was handled in some preliminary by-play occurring before the actual game, were only too fully appreciated by the anxious eyes of many of West Point's friends."

Cadet C. R. Emerich, '91, captained the Navy eleven, while the immortal D. M. Michie, for whom Michie Stadium is named, captained the Army team. Navy quickly exhibited the dexterity of play presaged by pre-game practice, and at the half, the score was 12-0. Michie starred for the Army and Emerich for Navy. Following the half, play was resumed, and it is reported that "A superb rush was made, the two teams coming together with a shock that partially disabled several of the number." Fortunately, however, no serious injuries came about, and Navy emerged the winner by a score of 24-0.

First Army Win

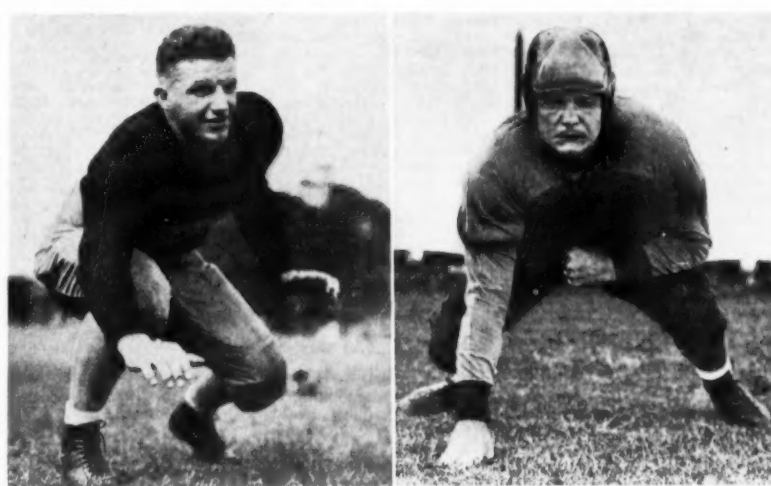
The next year, the game was played at Annapolis, and the Army reversed the year previous decision by beating the Navy 32-6. Cadet Michie coached and starred for the Army eleven as he had the year previous. In 1892, the teams gave evidence of becoming more evenly matched, as Navy won 12-4 at West Point. An interesting feature of this game was a 25 yard penalty on Smith of Army for tackling Bagley of Navy around the shoe-strings.

First Football Helmet

In 1893, a close game was played at Annapolis, with the Navy winning 6-4 by virtue of several Army fumbles and the fine defensive punting of Bagley. It was about this time that one of the first recorded instances of the wearing of a football helmet is found. An account of the game states, "Cadet Reeves (Navy), wore a peculiar cap during the game made of mole skin and fashioned by a well known lady of Annapolis." Midshipman Reeves later became Admiral Joseph M. Reeves, Commander in Chief of the United States Fleet. He is now retired.

In 1894, the first in several breaches of athletic relations between the two service schools came about. President Grover Cleveland banned the game as too rough, and a five year period followed without the teams meeting.

The ARMY AND NAVY JOURNAL of 3 Nov. 1894, stated, "We are still of the opinion that, if all the statistics could be collected, the good resulting from these matches would outweigh the bad. It has been stated that the ill feeling caused by the game last year nearly resulted in a duel between a retired rear admiral and a brigadier general, who were among the spectators and that it has divided the officers of the service clubs into two factions. It is certainly within the constitutional prerogatives of even retired officers to revive the choleric experiences of their youth over a game of football if they think proper. As to the Army and Navy Club, General Schofield, who is president, might send a guard around to close the doors until one faction has killed the other off and peace once more reigns in dome and hall."



CAPTAINS OF THE OPPOSING TEAMS. Cadet Harry A. Stella, left, captain and right tackle of the Army's 1939 football team. Right Midshipman Allen A. Bergner, captain and tackle of the Navy's 1939 football team. These two stalwarts who are to lead their respective teams to battle today attended high school together at Kankakee, Ill.

ARMY AND NAVY FOOTBALL

SO FAR THIS SEASON

Army	Navy
Defeated Furman, 16-7 30 Sept.	Defeated William and Mary, 31-6
Defeated Centre, 9-6 7 Oct.	Defeated Virginia, 14-12
Tied Columbia, 6-6 14 Oct.	Tied Dartmouth, 0-0
Lost to Yale, 20-15 21 Oct.	Lost to Notre Dame, 14-7
Defeated Ursinus, 46-13 28 Oct.	Lost to Clemson, 15-7
Lost to Notre Dame, 14-0 4 Nov.	Lost to Pennsylvania, 13-6
Lost to Harvard, 15-0 11 Nov.	Lost to Columbia, 19-13
Tied Penn State, 14-14 18 Nov.	No Game
No Game Scheduled 25 Nov.	Lost to Princeton, 28-0

LAST GAME OF SEASON

Navy, (at Philadelphia) 2 Dec. Army, (at Philadelphia)

FOR THE RECORD BOOK

	Games Won	Games Lost	Games Tied	Points Scored	First Downs	Yards Gained	Pct.
Army	3	5	2	106	85	2089	.500
Navy	2	5	1	79	94	1945	.285

POINTS SCORED

Army—Touchdowns: Hatch (2), Frawley, Waddell (3), Maupin, Mullin (2), Frontzoe, Gillis, Polk, Yenger (2). Field Goals: Frontzoe (2). Points after Touchdown: Frontzoe (5), Sattlem, Waddell (2), Biscotte. Safety: Stella.

Navy—Touchdowns: Rowse (2), Beers, Whitehead (2), Malcolm (2), Gebert (2), Leonard, Boothe, Foster. Points after Touchdown: Leonard (2), Whitehead (2), Wood (2).

Series Resumed

When the series was resumed in 1899, play was shifted to a neutral field and the teams met at Philadelphia before a crowd of 25,000 spectators. Army scored an upset 17-5 victory and incidentally brought forth one of the first deceptive plays employed when they ran the ball from scrimmage by pre-arranged signal without calling any number. Navy, top-heavy favorite, was much chagrined at the outcome and the psychological "over-confident" theory was brought up for the first time in the series.

Perhaps a forerunner of mass singing by the cadets and midshipmen was the following song, sung by the West Pointers following a touchdown.

"Our team, by thunder,
Sure is a wonder,
Never a Blunder
They play football.
We will snow under,
The Navy, by thunder,
For this is the Army's team."

Also, following this game, the alleged superior age and size of the Army eleven was brought up. Statisticians went to great lengths in attempting to analyze the difference in age, weight, height, etc., of the two squads.

The next year, 1900, saw West Point come to Annapolis to go down to defeat before a hard driving Navy eleven that amassed 11 points to the cadets' 7.

"T. R." Views Game

In 1901, "in the presence of the most distinguished assemblage that ever witnessed an athletic contest in this country," the Army beat the Navy, 11-5.

President Teddy Roosevelt, was accompanied by Secretary of War Root and Secretary of the Navy Long and according to the ARMY AND NAVY JOURNAL sat on the Navy side during the first half and crossed the field to the Army stands for the second half. Admiral Dewey attended this game, as did Lt. Gen. Nelson A. Miles, and other notables. Midshipmen Belknap and Land starred for the Naval Academy, while Cadet Daly was the outstanding Army player.

In 1902, there was recorded the first appearance of speculators in Army-Navy tickets, who "in some mysterious manner managed to get hold of tickets and charged as high as \$20.00 apiece for good seats."

1902 Football "Strategy"

West Point won the game, 22-8, and the following observation by the ARMY AND NAVY JOURNAL correspondent reveals the Army strategy. "It exceeds in efficiency the old flying wedge of a former football generation as the modern long and slender rifle projectile exceeds the old-fashioned round bullet. A tackle stands behind and a little to one side of the quarterback, while back of him in Indian file crouch the two halves and the fullback. Each rests his hands on the hips of the man in front, forming a four man tandem guarded by the quarterback, and at the signal all strain every nerve to push through the line of the opposing team." These tactics, plus a 13 pound per man weight advantage, carried the day for Army. It is recorded that only six end runs were attempted, the rest of the play being devoted to a mauling series of tandem plays and line bucks.

Worst Defeat

The worst defeat suffered by any team in the history of the Army-Navy series fell to the lot of the Navy eleven of 1903. The midshipmen went down to defeat at Franklin Field by a score of 40 to 5. It was a rather drab game according to reports, and following a short-lived Navy lead, the Pointers took command of the situation and scored practically at will. It is interesting to note that during this period the teams played two 35 minute halves.

The next year, 1904, saw Navy again go down to defeat, this time by a score of 11-0. Feature of the game was a goal scored by Cadet Tipton, who, following a Navy fumble, brought the ball across the Navy goal in a series of kicks while running at top speed. An unusual number of notables attended this game, including one Prince of the Royal Family of Japan. Navy observers were much heartened by the fact that the score was kept at a reasonable figure, and predicted a Navy victory the following year. The Navy was handicapped by injuries, one of which was a broken leg suffered by Midshipman Douglass, "the stalwart and strong," in the Navy-Princeton game earlier in the season. It was a battered band of Navy gridgers that gathered in front of quarters at the Academy following the game and vowed vengeance the following year.

Play at Princeton

The 1905 Army-Navy game was a notable one in several respects. The first of these was an almost universal disappointment in the shift of the site of the game from Franklin Field in Philadelphia to Princeton Field.

The expanding annual attraction of the service classic began to outgrow the facilities at Franklin Field, and the Army and the Navy felt that a greater share of the seating capacity of that stadium should be allotted to the two academies, with the University of Pennsylvania quota being reduced. No agreement could be reached, and the game was transferred to Princeton Field.

The ARMY AND NAVY JOURNAL records that the seating situation was bad, with no private boxes and only a few sideline seats for President Roosevelt and his party. In addition it rained throughout the game. Despite emergency construction, there were inadequate facilities to feed the 30,000 spectators who journeyed to the game from all over the east. Transportation facilities were poor and the game was late in starting. Colonel Thompson had the foresight to come in a private train, and "but for this there is no telling but that the track between New York and Princeton might have been strewn with the exhausted forms of sundry admirals, generals and others of lesser degree." As Princeton was off the main railroad lines, all traffic was routed over a side-track that quickly became jammed.

The game was hard fought and ended in a tie, 6-6, with spectacular play almost non-existent. Following the Princeton affair, several suggestions were made. One of these was that a stadium be erected in Potomac Park, in Washington, D. C., and that the game be played there henceforth.

More Open Play

However, the following year, the site was changed back to Franklin Field, and the Navy won the ball game, 10-0. Relaxation of the rules brought about a more open style of play, and the forward pass came into its own. A forward pass, Norton to Ingram, followed by an eight yard run, resulted in one Navy touchdown.

Another interesting feature of this game was the incessant punting by both sides, hoping to create "breaks" leading to scores. In numerous cases, the ball was kicked back down-field on first down. The newness of the forward pass was amply demonstrated by the numerous fumbles and missed catches. However, the lighter Navy eleven was quick to seize upon this new weapon to counteract the smashing attack of the Army. In

(Continued on Next Page)

Service Football Classic

(Continued from Preceding Page)

his story of the game, Walter Camp observed that the Army was playing too hard a schedule and had arrived at the most crucial part of the season with an over-worked team employing out-moded attack. He declared that the Army must abandon its line plunging attack for a more diversified one that would "find the thin places on the wing."

Dague and DeMott Star

Two Navy ends, Dague and DeMott, seem to have spelled the difference between Navy and Army in 1907. In a game played mostly between the 20 yard stripes, the Navy scored in the first half on a delayed forward pass, and thereafter Douglas, Navy half and an excellent kicker, bottled the cadets up as the two Navy ends covered his kicks beautifully. This second successive Navy victory was a tonic to the Naval Academy. "The Navy team was royally welcomed by the midshipmen and Navy people generally when it returned to Annapolis. The horses were taken from the vehicles and midshipmen drew the carriages through the streets."

At this juncture, the game had gained such importance that the War Department departed from its practice of issuing special orders daily, and on the day of the Army-Navy game no orders were published.

However, the next year told a different story, as a confident Navy eleven was beaten by Army 6-4, in a hotly contested battle. At this game, two Navy songs made their appearance. One, sung to the tune "It's a Different Girl Again," went as follows:

Hello, Hello, Hello,
It's the Navy team again,
Same line, same steam,
Same back, same team,
Hello, Hello, Hello
To us it's very plain,
To strike the popular fancy,
It's the Navy team again.

"Anchors Aweigh"

The immortal "Anchors Aweigh," written by Midshipman Alfred H. Miles and set to music by Conductor Zimmerman of the Navy Band, also made its appearance.

As might be deduced from the score, the game was hard fought and marked with brilliant defensive play. The feeling in Annapolis, contained in the Post and Stations Column of the ARMY AND NAVY JOURNAL, is reflected, "Already the Navy is thinking about next year and planning to turn the tables. Present prospects are far from bright. The hope is that the Navy will be able to do what the Army did this year, take a lot of green men, and, with a few veterans, turn out a winning team."

However, the next year, 1909, the Army and Navy were not destined to meet, for in the Harvard-Army game of that year, Cadet Eugene A. Byrne, a 2nd classman,



GEN. GEORGE C. MARSHALL
Chief of Staff of the United States Army, who is on hand at Philadelphia to cheer for the Army.

1939 ARMY SQUAD ROSTER									
No.	Name	Pos.	Class	Age	Ht.	Wt.	Home Town		
30	Adams, E. S.	E	40	22	6:3	185	Washington, D. C.		
28	Bolton, D. P.	E	42	20	5:9	180	Chicago, Ill.		
16	Brown, E. W.	B	41	22	6:2	185	Oakland, Calif.		
31	Cochran, W. C.	T	41	21	5:11	195	Ft. Huachuca, Ariz.		
38	Dubois, J. G.	B	40	20	5:10	170	Opelousas, La.		
24	Easton, J. J.	T	41	21	6:0	193	Mt. Vernon, N. Y.		
29	Evans, R. R.	C	42	21	6:0	185	Joplin, Mo.		
90	Farrell, T. F.	E	42	19	6:2	175	Albany, N. Y.		
77	Frawley, H. W.	B	41	21	5:10	175	Ft. Myer, Va.		
60	Frontczak, A. T.	B	40	23	5:10	185	Dowagiac, Mich.		
49	Gillis, W. G.	C	41	21	6:0	185	Cameron, Tex.		
18	Greene, L. V.	B	41	22	6:0	180	Drexel Hill, Pa.		
14	Gryziel, J. S.	E	41	23	5:11	175	Nashua, N. H.		
32	Hanst, K. F.	E	42	19	6:2	190	Ft. Leavenworth, Kan.		
46	Harris, J. F.	T	41	23	6:0	185	Detroit, Mich.		
27	Hatch, J. E., Jr.	B	42	21	6:2	175	Ft. Hill, Okla.		
34	Hefner, H. W.	B	42	20	5:10	170	Ft. Hill, Okla.		
36	Helmstetter, C. Jr.	E	42	19	5:11	172	Dermott, Ark.		
48	Hennessey, J. D.	G	42	22	5:11	190	Alamogordo, N. Mex.		
37	Hennessey, R. L.	E	42	19	5:11	180	Ft. Hancock, N. J.		
20	Hutson, S. C.	E	41	23	6:0	180	Sesser, Ill.		
30	Iulucci, T. P.	B	42	23	5:9	175	Cooperstown, N. Y.		
39	Jordan, L. F.	C	42	23	5:10	170	Portland, Me.		
26	Kasper, W. M.	B	40	22	5:10	180	Kansas City, Mo.		
40	Kraft, W. R., Jr.	C	42	20	6:2	195	Kington, N. Y.		
45	Light, E. W.	G	40	23	6:1	190	Davenport, Ia.		
21	Lotozo, James	T	40	24	6:1	200	Philadelphia, Pa.		
33	Maupin, J. W.	B	42	22	5:10	170	Glendale, Calif.		
43	Michel, T. J.	B	42	19	6:1	200	St. Paul, Minn.		
80	Milner, J. W.	G	40	24	5:11	185	Axtel, Tex.		
52	Molesky, W. F.	B	41	21	5:5	145	Northampton, Pa.		
50	Mullin, W. H.	B	40	25	6:0	180	Texasarkana, Tex.		
44	Murphy, R. P.	G	42	21	6:2	190	Amcondia, Mont.		
17	Muzik, A. P.	G	41	24	6:1	185	Pittsburgh, Pa.		
7	O'Brien, P. J.	E	41	21	6:2	190	Jamestown, N. Y.		
25	Polk, R. B.	B	41	22	5:8	190	Nashville, Tenn.		
55	Rooney, J. H., Jr.	G	42	22	5:11	195	New Orleans, La.		
19	Sattlem, Ivan	E	40	24	6:0	175	Escanaba, Mich.		
91	Seefeld, E. C., Jr.	E	42	19	6:2	190	Providence, R. I.		
15	Stella, H. A.	T	40	22	5:11	210	Kankakee, Ill.		
69	Thompson, C. A.	B	41	23	5:11	175	Tacoma, Wash.		
47	Waddell, F. D.	B	42	21	5:10	165	East St. Louis, Ill.		
41	Weidner, J. J.	G	41	21	5:11	180	La Porte, Ind.		
51	White, E. J., Jr.	B	42	22	5:11	170	Falls City, Neb.		
12	White, L. S.	B	41	22	6:2	200	Mexico, Mo.		
63	Wood, J. N.	E	42	20	5:10	185	Rogers, Ark.		
22	Yenger, F. J.	E	40	23	6:3	190	New York City, N. Y.		

†Indicates Letter ("A").
*Indicates Monogram.
‡Indicates Class Numerals.

received injuries that led to his death almost instantly, and the balance of the Army schedule was cancelled.

1910 Game

In 1910, the Navy again met Army at Franklin Field, and this time success was theirs as they took the contest, 3-0, by virtue of a 30 yard field goal by half-back Dalton of Navy. An interesting point in this connection is the fact that the man who held the ball for the placement try was suffering from a broken rib received earlier in the game. He was quarterback Sowell. The joy of the midshipmen was unbounded. The whole battalion then turned out to honor the winning team and each man had his jacket turned to indicate that the tide of battle had turned from the 1908 game.

Army Welcomed Home

Following the game, the Army team was welcomed back at the Point with the familiar Army tune,

"On the mountains by old Hudson's shore,
Your deeds have been our theme;
But victors or defeated men,
You're still the Army team."

Despite the loss to Navy, Army that year had one of its most successful seasons, playing a rigorous schedule which saw the Cadets down a strong Yale eleven and subdue a Trinity team 17-0 at a time when Trinity was a football power.

The ARMY AND NAVY JOURNAL account of the 1911 game, won by Navy 3-0, tells the story in few words. After gaining a 3-0 lead by virtue of Dalton's placement, "with a seemingly sure win and nothing to gain against a team practically equal in line defense, the Navy had nothing to do but hold its own; and this it did in comfortable, solid fashion that was a delight to its admirers."

The game produced little open play, due to wet grounds, and only three passes were attempted. Dalton and Gilchrist were outstanding for the Navy, while Keyes was Army's most consistent back.

Navy Wins Third Straight

Navy ran its winning streak to three games, when, in 1912, Army was taken into camp by a score of 6-0. In this game, the singing by the midshipmen and the cadets seemed to reach a new high. Among the more popular tunes was "The Army Team," composed by Mr. Egner, Teacher of Music at the Military Academy. This has been to the Military Academy what "Anchors Aweigh" has been to the Naval Academy. Again, Army went into an Army-Navy game with a spirit

1939 NAVY SQUAD ROSTER									
No.	Name	Pos.	Class	Age	Ht.	Wt.	Home Town		
89	Anderson, R. O., Jr.	B	40	21	6:9	165	Pittsburgh, Pa.		
87	Beers, C. J.	B	40	22	5:8	175	Detroit, Mich.		
30	Bierger, A. A. (C)	T	40	23	6:2	215	Kankakee, Ill.		
81	Blandin, V. A.	B	41	21	5:9 1/2	175	Akron, Ohio		
40	Booth, S. P.	B	42	21	5:9	190	Evansville, Ind.		
34	Goyer, R. W.	B	41	22	5:11	180	Los Angeles, Calif.		
58	Hurke, L. E., Jr.	E	40	23	6:1	190	Buffalo, N. Y.		
85	Chewning, W. M.	T	42	19	5:11	195	Richmond, Va.		
87	Cooper, D. W.	E	41	20	6:0	180	Elizabethtown, Ky.		
53	Crenshaw, R. S., Jr.	B	41	19	5:8	175	Newport, R. I.		
95	Durette, R. J.	B	41	22	6:0	180	Lakeport, N. H.		
54	Feldner, A. L.	G	41	22	5:10	183	Little Falls, N. Y.		
80	Foster, R. E.	E	41	20	6:0	165	Piedmont, Calif.		
39	Fronda, R. S.	E	42	21	5:10 1/2	175	San Bernardino, Calif.		
40	Gibert, W. R., Jr.	B	42	20	5:8	167	Everett, Wash.		
26	Gillette, E. S., Jr.	B	40	23	5:11	185	Santa Monica, Calif.		
34	Gray, L. P., 3d	B	40	23	5:11	185	Houston, Tex.		
28	Gutting, J. P.	B	42	20	6:1	175	Shelbyville, Ind.		
56	Hansen, H. D.	E	40	23	6:1	225	Philadelphia, Pa.		
22	Harbrecht, G. W.	C	41	22	5:10 1/2	192	Detroit, Mich.		
85	Harwood, H. A.	C	42	22	6:1	178	Los Angeles, Calif.		
71	Hill, J. T.	G	42	20	5:11	183	Akron, Ohio		
30	Juskie, C. M., Jr.	E	42	21	5:11 1/2	185	Grosse Pointe, Mich.		
20	Lee, C. M.	E	42	20	5:11	175	Lafayette, Pa.		
12	Leuz, C. A.	B	41	20	6:1	198	Lafayette, Pa.		
18	Leonard, R. E.	B	42	20	5:7 1/2	169	Gainesville, Tex.		
50	Maeri, Giuseppe	G	41	22	5:8 1/2	181	Watkins Glen, N. Y.		
11	Malcolm, E. A.	B	41	22	5:9	168	Rafon, N. M.		
67	Mathison, C. G.	T	42	21	6:0	180	DeFuniak Springs, Fla.		
57	Mayo, L. H.	B	40	21	5:10	165	Prestonsburg, Ky.		
31	McGrath, T. P.	G	40	21	6:1	215	Tucson, Ariz.		
49	Moore, D. S.	E	41	21	6:0	194	Pellham, N. Y.		
41	Donnell, J. L.	E	42	21	5:11 1/2	195	Baltimore, Md.		
48	Opp, R. D., Jr.	T	42	21	6:1 1/2	200	New York, N. Y.		
13	Rowney, J. V.	G	41	21	6:0	185	Baltimore, Md.		
19	Rowse, E. J.	B	41	22	5:8	163	Ogden, Utah		
91	Schmidt, J. R.	E	42	20	5:10 1/2	180	Akron, Ohio		
45	Shaffer, R. W.	B	40	22	5:10 1/2	155	Oberlin, Ohio		
19	Shms, W. E.	C	42	21	5:11	195	Hapeville, Ga.		
49	Shiwa, J. P.	G	42	20	5:10 1/2	172	Pittsburgh, Pa.		
35	Smith, C. W., Jr.	C	41	21	6:3	190	Baltimore, Md.		
93	Steen, Kenneth	T	41	22	6:1 1/2	195	New York, N. Y.		
76	Svensen, E. C.	C	41	22	5:11	165	Minneapolis, Minn.		
68	Trimble, R. A., Jr.	G	40	23	6:2	200	Evansville, Ind.		
72	Tugend, R. E.	T	41	21	5:11	175	Buffalo, N. Y.		
43	Vogts, W. D.	T	42	21	6:2	210	Narberth, Pa.		
62	Werner, S. H.	B	42	19	6:1	175	Reading, Pa.		
63	Whitehead, U. L., Jr.	B	40	23	6:0	175	Hartford, Conn.		
37	Witter, W. W.	B	40	22	5:11	195	Willmar, Minn.		
73	Wolfe, D. C.	G	40	22	6:1	195	Portsmouth, Ohio		
27	Wood, E. W.	B	40	21	5:7	175	Wilkesburg, Pa.		

†Indicates Major Varsity Award "N" in 1938.
*Indicates Navy Monogram Award "NA" in 1938.
‡Indicates Major Plebe Award "42" in 1938.

of overconfidence due to a much more impressive record than that brought to the game by the midshipmen. However, the Cadets were set back on their haunches by the Navy, with Midshipman Babe Brown kicking two field goals for the only scores.

Sleeper Victories?

This third straight defeat at the hands of the Navy aroused suspicion in some quarters that the boys from Annapolis were pulling "sleeper" victories. The ARMY AND NAVY JOURNAL stated, "A suspicion is growing up in the vicinity of Old Storm King on the Hudson that the Navy has been 'playing off' for some seasons in its preliminary games to give the Army the idea that it has an easy thing to beat and then suddenly coming at them with cards pulled out of the sleeve even as the wily Heathen Chinese vanquished his adversaries by drawing aces and jacks out of his drapery."

Truly, the three year epidemic of accurate Navy place kicks seemed to have jinxed the Army, which entered all three games the favorite. A humorous note in connection with the Navy victory is this quote from the ARMY AND NAVY JOURNAL, "Notwithstanding that there was to be no betting on the game some of the midshipmen are said to have raised a pool of \$200.00 for that purpose. Midshipman Joseph W. Grove stood in the door of his quarters in Bancroft Hall running

up the amount of cash in hand. Here he was seen by a sharp-eyed officer, arrested and given fifteen days on the Reina Mercedes, that not only lost him and his fellows the opportunity to win from the unfortunate Army, but also deprived him of the pleasure of seeing the game itself."

In 1913, the Army smarting from its successive losses came to New York with grim intent. This was even evidenced in their songs, and one chorus specifically mentioned the hoped for avengement of earlier defeats.

Knute Rockne's Lesson

That was the memorable year that Knute Rockne and Gus Dorais led a team from a small mid-west college, Notre Dame, onto a field with an Army team for the first time and proceeded to give the Pointers a lesson in modern football. The mid-westerners passed the Army dizzy to win by 35 to 13. The report from West Point stated, "The way they used the forward pass was astonishing. Every one of the Hoosier team's touchdowns was brought about by great success by this style attack."

Following that Notre Dame game, Dorais and Rockne gave the Cadets a few pointers in the successful attack which combines passing to spread the opponent out and fast breaking plays to be mixed with a passing attack. The Notre Dame game was invaluable to the Army, even though West Point suffered defeat, for just one month later, at the Polo Field in New York City, the Cadets used the new attack to soundly beat the Navy.

President Wilson and many members of his Cabinet attended the game, celebrities from all along the Atlantic seaboard were present, together with 42,000 other spectators.

This game was one of the high-lights of the series, for it brought a new type football at the climax of three years of games won by field goals and without spectacular plays.

The 1914 game was won by Army, 20-0, with Cadet Bob Neyland, who now rates as one of the greatest coaches in the country, playing end for the Army. Employing a wide open attack, the Army never permitted the Navy to threaten. The Army also employed the punt as an offensive weapon. Navy turned to passing in the late moments but had not mastered the offense sufficiently to be dangerous.

Enter Oliphant

The 1915 game marked the entry of the great halfback Oliphant into the

(Continued on Next Page)

Comparison of Starting Teams of Army and Navy

At the kick-off, if pre-game starting line-ups are correct, there will be very little weight advantage on either side. The Army eleven averages 188 pounds per man, and the Navy team averages 186 pounds per man. In age, both teams average very near 21 years and 4 months. Below, in adjacent columns, are compared the men who face each other today at the kick-off, barring changes in line-up.

Navy

Right End—William M. Montgomery—Class of 1942, up from the "B" squad, he played excellent ball against Penn and Columbia. A late season development, he has had previous experience at Glendale, Calif., High School and the New Mexico Military Institute, where he played on the same team with Jere Maupin and Joe Hennessey of the Army squad.

Right Tackle—Rex A. Trimble, Jr.—Class of 1940, a converted guard, weighing 200 pounds and coming from Evansville, Ind. He is a letterman from 1938. A 60-minute ball player, he carries out his assignments well. The Navy is placing great dependence on him.

Right Guard—Thomas P. McGrath—Class of 1940, a Tucson, Ariz., boy who tips the scales at 215 pounds and whose adaptability makes it possible for him to play either tackle or guard. He has seen quite a bit of action this year and is another boy who likes to play 60 minutes of every game.

Center—Harold A. Harwood—Class of 1942, who, although he weighs less than 180 pounds, has been the sparkplug of the Navy line. A Californian, he is cool and dependable and the Navy coaching staff feels that he has a great future.

Left Guard—Joseph P. Sliwka—Class of 1942, another lightweight, tips the scales at 172 pounds. He comes from Pittsburgh, Pa., and has developed greatly since the season opened. With Harwood at center and Sliwka at guard, the Navy has a very tight line inside tackle, but these two men make up in determination what they lack in weight.

Left Tackle—Allen Bergner—Class of 1940, the captain of the Navy team, playing opposite his old schoolmate, Captain Harry Stella, of Army. Kankakee, Ill., is very proud of its two native sons meeting at Franklin Field today. Bergner is five pounds heavier than Stella, tipping the scales at 215. However a mere five pounds in weight will make no difference. Bergner is playing his third season as a regular and has won awards in 4 sports at the Academy.

Left End—Richard E. Foster—Class of 1941, is 6 feet tall and weighs 165 pounds. He is an exceptional pass receiver and is very fast down-field.

Quarterback—Emmett W. Wood—Class of 1940, sparkplug on offense and sparkling runner. He is capable of tremendous yardage if shaken loose. He weighs 175 pounds.

Left Half Back—Clifford A. Lenz—Class of 1941, 198 pound Latrobe, Pa., running back, was injured during latter part of 1938 season but has shown well for Navy this year.

Right Half Back—Louis P. Gray, 3rd—Class of 1940, is a good blocker and backs the line up nicely. Although he weighs only 185 pounds, he has the drive characteristics of a heavier man.

Fullback—Everett A. Malcom—Class of 1940, a comparatively light man for the fullback post, is five feet nine inches tall and weighs 168 pounds. He is a good runner and a snappy passer. In any event he is a dangerous man when handling the ball.

Army

Left End—Francis Yeager—Class of 1940, veteran wingman, who did not participate in the 1938 Army-Navy game because of a broken arm sustained in mid-season. He is six feet three inches tall, weighs 190 pounds, plays basketball and football. Is fast down field under punts and an adept pass receiver.

Left Tackle—Theodore Michael—Class of 1942, just up from the plebe team, is six feet tall and weighs 200 pounds. Slated in spring practice as a reserve end, he has developed rapidly to take a regular berth. He prepped at St. Thomas Military Academy, where he played on the school eleven. He also plays basketball and lacrosse.

Left Guard—Raymond Murphy—Class of 1942, another yearling, comes from Amherst, Mont., and is six feet tall, weighing 200 pounds. He played center on his high school team, but was moved to guard when on the plebe team. He also played center on the plebe basketball and lacrosse teams.

Center—William Gillis—Class of 1941, veteran varsity center, having held that post last year. A bulky six footer, he is a power in backing up the line and covering short, over-the-line passes. An offensive center, he handles the ball well. He hails from Cameron, Tex., and is an outstanding example of a Texas football player.

Right Guard—James Rooney—Class of 1942, is playing his only year of football at the Academy, having competed two years for Loyola University before entering the Point. He captained the Loyola team in his last year at that University. He comes from New Orleans, and his experience adds poise and balance to the right side of the Army line.

Right Tackle—Harry Stella—Class of 1940, captain and all-American candidate, comes from Kankakee, Ill., as does Midshipman Allen Bergner, captain of the Navy eleven.

Right End—Emory Adams—Class of 1940, varsity veteran. Tall and slim, he is six feet three, and weighs 185 pounds. He is a very good pass-receiver. He is the son of Maj. Gen. Emory Adams, the Adjutant General.

Quarterback—Arthur Frontczak—Class of 1940, a regular back last year, leads the Army attack. His ball handling on spinner and quick opening plays, together with his kicking and all around defensive play make him outstanding.

Left Half Back—John Hatch—Class of 1942, a yearling that gives promise of becoming an outstanding star in West Point history. Called "Long John Hatch" because of his six foot two inch frame, he is a good passer, runner and kicker and always a dangerous man in the ball-carrying slot. This 175-pounder has been a big gun in the Army attack all year.

Right Half Back—James Dubuison, Class of 1940, is a fast, shifty back who works well with spinners and reverses. His blocking is excellent and he is a good pass receiver. A Louisiana boy, he made quite a reputation for himself in high school ball.

Fullback—R. R. Evans—Class of 1942, a converted center, comes from the city that has produced a number of good ball players, Joplin, Mo. He is 21 years old, six feet tall and weighs 185 pounds.

man Koehler scored on a running play that developed out of a faked line plunge. Notable feature of this game was that Navy retained possession of the ball for unprecedented lengths of time and had it not been for a Navy fumble in the fourth period the Army would not have been able to handle the ball on a running play for that entire period.

The 24th renewal of relationships in 1921 saw Navy on the winning side of the ledger, 7-0, and at the same time gave the midshipmen a twelve to eleven advantage in games won during the series. The game, played in the mud, produced only ground attack, with only one forward pass completed by either team. This was one of the most bitterly contested games of the series, with two evenly matched elevens fighting for a "break."

Army Balances Series

Army came back to balance the series in 1922, scoring a 17-14 victory at Franklin Field. The game was a see-saw affair, with sporadic bursts of talent by both teams. Army won in the closing minutes on a pass play. Smythe, Army quarterback, was the outstanding player on the field, reeling off several long gains and setting up two touchdowns.

A scoreless tie was the result of the 1923 game, leaving the series still even. Played in the mud, the elements defeated a clever Army stratagem. Cadet Dean, a crack dash man at the Military Academy, was outfitted in a uniform consisting of a light rubber helmet, silk jersey and unpadded trousers, the whole gear weighing slightly more than a pound, and was held in reserve for use when opportunity seemed ripe for a series of fast running plays. The muddy condition of the field prevented any spectacular runs by the fleet back but he did accomplish some remarkable gains. A score was narrowly averted in the fourth period when Cullen, of Navy, made a miraculous recovery of a blocked Navy punt on the midshipmen's two yard line. Had he not risen to the situation the Army would certainly have taken the score and the game.

The captain of the Army team, playing his last game for the Military Academy, won the 1924 game to give the Army a lead in the series. Cadet Edward Garbisch calmly booted four field goals to beat the Navy 12-0. The Navy eleven was light and inexperienced, yet put up a game battle that won the plaudits of spectators on both sides of the field.

A strong Army team that bowled over Notre Dame with ease took the 1925 Army-Navy game by a score of 10-3. "Tiny" Hewitt and Harry Wilson sparked the Army attack. The Navy made several sensational drives that fell just short of pay dirt, and the more experienced Army team, relying chiefly on power plays, took the game.

Most Thrilling

The 1926 Army-Navy game probably reached an all-time high in thrills, with West Point and Annapolis boasting two of the best teams in the nation and meeting at Chicago. The game ended in a 21-21 tie, with Navy claiming the mythical national championship. The Navy team, coached by two of the famous Ingram family, played a suicide schedule and was undefeated and untied prior to the Army game. The rosters of both squads were studded with names of service football immortals. On the Army team were Cagle, Davidson, Sprague, Schmidt, Daly, Seeman, Saunders, Brentnall, Meehan, Trappnell, Gilbreth, Dahl, Harbold and other greats. For Navy, Lloyd, Wickhorst, Cross, Hoerner, Born, Eddy, Hardwick, Hannegan, Hamilton, Schuber, and Caldwell played. Hamilton particularly distinguished himself by drop-kicking 3 points after touchdown.

Army, nearly as strong as Navy in pre-game prognostications, had dropped a 7-0 decision to Notre Dame.

Chris Cagle

The game was well played and the attacks of both elevens demonstrated unusual power and versatility. Cagle and Wilson played great running games, while Hamilton shone both in passing and running.

The 1927 game proved another thriller, with Army winning 14 to 9 in a contest that was anyone's game up to the final whistle. Again, Cagle and Wilson pro-

vided the impetus for the Cadet scores. Navy blocked a kick for an automatic safety and Midshipman Lloyd passed to Midshipman Sloane for the lone Navy touchdown.

The dispute over eligibility requirements forced abandonment of the Army-Navy game in 1928 and 1929. However, in 1930, the teams met before a million dollar audience in New York City in a game the proceeds from which were devoted to charity. The Salvation Army was chosen as the medium of distribution. Army, coached by Maj. Ralph Sasse, was top-heavy favorite over a Navy team that had suffered four defeats. However, the Army drew a tartar and was barely able to win, 6-0, as a lightning Navy eleven played it to a standstill. Only by virtue of Cadet Ray Stecker's 57 yard dash in the final period did Army win. Observers declared that the Navy played the most inspired football ever witnessed in Yankee Stadium as they shackled the powerhouse Army offense.

In 1931, a young and inexperienced Navy eleven bowed to an Army team that rated among the best in the country. Featuring Cadet Ray Stecker, hero of the 1930 game, the Army won 17-7 before 75,000 spectators.

The site of the service classic was shifted back to Philadelphia, in 1932, where it has remained since.

The 1932 game was won by Army, 20-0, and the following year, the Army again triumphed, this time by a score of 12-7. However, in 1934, a determined Navy eleven reversed the procedure and held a three point lead to beat the Pointers, 3-0. The 1935 game resulted in one of the most lopsided scores in the history of the series. Army won with ease, 28-6. Navy won the 1936 game, 7-0, with Army coming back in 1937 to reverse procedure and win 6-0.

The 1938 game was won by Army, 14-7.

Navy Season Analysis

Starting off the season with high hopes the 1939 Navy football squad has marched a rocky road. Injuries, particularly in the backfield, have since the second week of practice, played havoc with plans of the Coaching Staff with the result that the Navy offense has not, until the Columbia game, shown the smoothness, timing, and power that had been looked for. Doc Wood, spark plug of the Navy backfield for the past two years, was hurt early in the Dartmouth game and his loss has been keenly felt. It is highly improbable that he will be able to play even in the Army-Navy game.

Lou Mayo stepped into Wood's shoes and has turned in a highly satisfactory performance, but he was forced to leave the game against Notre Dame, in Cleveland, and was not allowed to play against Clemson where his loss was keenly felt. Gobert, one of the outstanding backs of the 1938 plebe team, was hurt in the Virginia game and since that time has not regained the form that he showed early in the season. Werner, another star (Continued on Next Page)

Service Football Classic

(Continued from Preceding Page)

Army-Navy picture. The Cadet back scored both Army touchdowns and both extra points to defeat the midshipmen 14-0. Neither team possessed an outstanding record going into the game, and the outcome was more or less anticipated.

With Oliphant and Vidal starring, the Army in 1916 ran its string of successive victories to four, as the Navy was defeated 15-7. Oliphant reeled off an 83-yard run early in the 1st quarter to the Navy 5, from where he carried it over. Shortly afterward, he kicked a field goal, then, from a fake place kick formation, Vidal took a goal line pass to score unmolested. Navy scored its lone marker on a run with a blocked kick by Goodstein, the first Navy touchdown since 1913.

World War

No games were played in 1917 and 1918, due to the World War.

The series was resumed in 1919 at the Polo Field in New York City, with Navy breaking its losing streak to win 6-0. Appropriately enough, Assistant Secretary of the Navy Franklin D. Roosevelt witnessed the Navy triumph. However Navy was again forced to go the place-kick route to win, and Midshipman Clyde W. King booted the pigskin through the goal

posts twice for the Navy win.

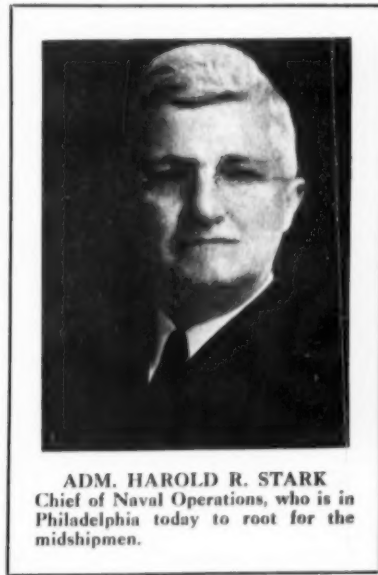
General John J. Pershing, General of the Armies of the United States, newly returned from France, attended the game. The game, compared to the pre-war thrillers, was a mild affair, with Navy greatly outgaining the Army but unable to score a touchdown. Navy gained 269 yards compared to 32 by Army, and ran up 16 first downs, compared to none for the Army.

In 1920, the Navy evened the series at eleven games each by trimming the Army, 7-0 at New York City. Midship-

Admiral Brown's Message

"The Navy will be represented by a noble team, well coached and 'rarin' to go.' It has determination, fighting spirit and the will to win. With hard months of training behind us and due respect for our brothers in arms from West Point, we are ready for 'Up anchor.'"

WILSON BROWN,
Rear Admiral, U. S. N.,
Superintendent, United
States Naval Academy.



ADM. HAROLD R. STARK
Chief of Naval Operations, who is in
Philadelphia today to root for the
midshipmen.

Navy Season Analysis

(Continued from Preceding Page)

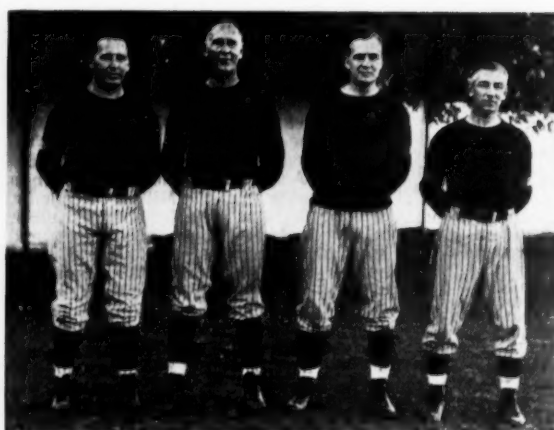
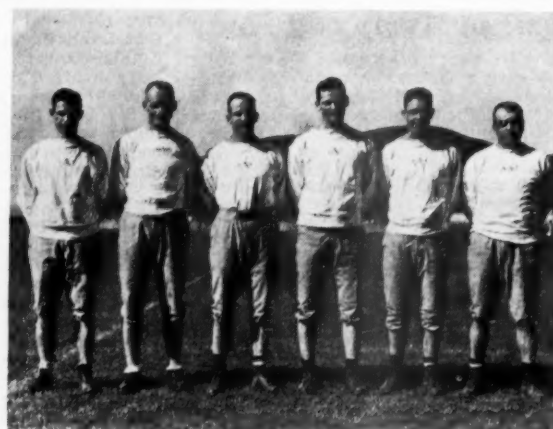
of the 1938 plebes, has been incapacitated for the past month and is just now, getting back into shape to play. Cliff Lenz, on whom great pre-season hopes had been laid, was painfully cut on the forehead early in the William and Mary game and since that time has not regained his confidence and poise. The Coaching Staff is still hopeful that he will come into his own in the Army game.

Tommy Blount, second classman, was taken up from the B Squad a week before the Pennsylvania game as a No. 4 back and has turned in a creditable performance, and he appears to be the best bet in that spot, unless Lenz rounds back into shape.

With injuries to Wood, Mayo and Werner, all three backs, Whitehead was moved from his regular post at wing-back and placed at No. 3 for the Pennsylvania game. He has shown marked improvement in play in that position. At No. 2, a blocking back post, Gray, Boyer, Gillette, and finally big Swede Hansen, have been groomed. Of this quartet, Gray has turned in the best performance, both as a blocker and as a signal barker.

After moving Whitehead from No. 1 to 3, Sammy Boothe, from Wyoming, together with Malcolm, of New Mexico, took over this post. Both are left-handed passers and both are greatly improved ball players, and this pair is expected to

Army's Coaching Staff, left to right: Capt. Arthur W. Meehan, Capt. Maurice F. Daly, Capt. William H. Wood (head coach), Lt. Paul Burlingame, jr., Lt. Stanley L. Smith, Capt. LaVerne G. Saunders.



Navy's Coaching Staff, left to right: Mr. E. E. Miller, line coach; Maj. E. E. Larson, USMC, head coach; Mr. O. E. Hagbery, end coach; and Lt. K. F. Molesworth, USN, backfield coach.

carry the burden in the last game of the year.

The line has gradually developed as has the end spot after a severe setback when Frenchy Durette, regular left end, was forced out for the season with an injury received in the Virginia game. Dick Foster, second classman, and Lou Burke have held down the post with Montgomery, a Youngster, rapidly rounding into form in the last two games. If Montgomery continues to show improvement he will get the call over Burke. From tackle to tackle the play has been sound and increasingly proficient. Both McGrath, regular left guard, and Hal Harwood, pepper box of the line, were hurt in the Pennsylvania game, but they should be in sound physical shape for the Army game.

Despite the set-backs of five consecutive games, the Navy team has been defeated only by the score. The spirit and determination to win is still in the boys and all hands are confident that in the Army game the boys can and will rise to the occasion. We realize that Army has a fine, well coached, alert ball club and we look forward to the great game of the year.

Army Season Analysis

The Military Academy football squad that turned out for the first practice included ten lettermen headed by Cadet Harry Stella, All-America tackle and captain-elect of the Army team. Fifteen lettermen were lost by graduation and the loss of these men has contributed greatly to Army's .500 rating going into the Army-Navy game.

Capt. William H. Wood, Cav., USA, head coach of football at the Military Academy, lost both starting guards, both ends and one tackle, creating a major problem in welding a line. In the backfield, the loss was as serious, with four backs graduating, three of them first-string.

The problem ahead of the Army coaching staff became evident in the first two games of the season, when Army was hard pressed to defeat two elevens that normally provide breather opposition. Furman University came to West Point determined to avenge two previous beat-

ings by the Cadets and very nearly attained that objective before being subdued 16-7. Centre College, which suffered serious losses by graduation, was scheduled as a breather before the Columbia game, but the Praying Colonels were pointed for the game and the Military Academy eked out a 9-6 victory. Army played one of its best games on 14 Oct., as it tied a strong Columbia eleven, 6-6. It became evident at this point in the season that Army's reserves both in the line and backfield would be hard pressed to meet the challenge of major opposition. The next week an in-and-out Yale eleven, termed by its coach, Ducky Pond, to be the "worst team I ever coached," took advantage of several breaks to hand the Cadets a 20-15 defeat.

Following the Yale game, Army met and subdued Ursinus College by the comfortable score of 46-13, preparing for the Notre Dame classic in Yankee Stadium. Against Notre Dame, Army turned in a methodical performance bowing to an Irish eleven that has kept in the headlines by its ability to score just enough points at the proper time. Notre Dame won the game 14 to 0. Long John Hatch, 6 foot 2, 175 lb. back, developed into the Army's most dangerous back as the season progressed. He can run, pass and kick and has done so consistently all season. Art Frontzak, regular three back, has suffered several injuries but figured in a number of Army scoring plays. Several players from last year's plebe team have shown up well.

In view of the devastating manner in which Princeton passed the Navy to defeat last Saturday, Long John Hatch with his accurate passing may be the difference between the two elevens meeting today.

Against Harvard, the Army again found heavy going and lost the game 15-0. The Cadets have the unhappy faculty of obtaining cohesion for short periods but being unable to maintain coordination for lengthy drives.

A desperation pass from Hatch during the closing minutes of the Army-Penn State game gave the West Pointers a 14-14 tie, and in view of Penn State's 10-0 victory over Pittsburgh last week observers believe that Army may find itself in the Navy game.

Probable Starting Teams

Army	Position	Navy	Position
No. Name		No. Name	
22 Yeager	LT.	Foster	QB
43 Michel	LT.	Bergner (c)	QB
44 Murphy	LT.	Slivka	QB
49 Gillis	LT.	Harwood	QB
55 Rooney	LT.	McGrath	QB
15 Stella (c)	LT.	Trimble	QB
30 Adams	LT.	Montgomery	QB
66 Frontzak	LT.	Wood	QB
27 Hatch	LT.	Lenz	QB
38 Dubuison	LT.	Gray	QB
29 Evans	LT.	Malcolm	QB

Referee: W. H. Friesell, Princeton. Umpire: W. G. Crowell, Swarthmore. Headlinesman: A. R. Lake, Lafayette. Field Judge: G. Vergara, Notre Dame. Timer: L. W. Jourdet, Pennsylvania.

Sidelights on Grid Game

The Army-Navy game receives just about the most elaborate broadcasting treatment that radio can provide. All three major networks, the National Broadcasting Company, the Columbia Broadcasting System and the Mutual Broadcasting System, carry broadcasts and, in the case of the National Broadcasting Company, rebroadcast of the service classic.

On the short waves, no fewer than eight stations will carry the inter-service struggle, either by direct transmission or by rebroadcasting. In addition the National Broadcasting Company will transmit directly to Manila, via Radio Corporation of America channels, thus piping the sound and fury from Philadelphia directly into the Army and Navy Club of Manila, where arrangements have been made for a gala reunion of Army and Navy officers, their families and friends.

The first Naval Academy eleven ever to go to West Point to compete in an Army-Navy game was quartered in a frame hotel which was heated by a stove in the hall. The weather was below freezing, and the rooms were so cold that bed-covers were supplemented by football uniforms and even by suitcases. Unable to sleep, the Navy team turned out at dawn to inspect the field, which was found frozen, with hundreds of earth knobs, sharp and hard as rocks, the result of a former practice when the field was muddy. There being no padding for uniforms, these ice-knobs tore the toughest skin almost instantly.

In sharp contrast is the present day quartering, feeding and playing conditions of football players. Wooden ships were nearly gone in 1890, but it took an iron man to last out 70 minutes of play, two 35-minute halves.

Every midshipman when he enters the Academy sees in himself a prospective bell ringer, and the Japanese bell hanging between the bandstand and Bancroft Hall at the Naval Academy has remained silent too long, according to reliable reports from Navy adherents.

In 1869 a midshipman returning from leave appeared on the drill field during recreation hours with a football. In a very short time the different classes were holding a free-for-all game trying to kick the ball from one end of the field to the other. An unfortunate kick sent the ball into the river and that ended anything suggestive of football for ten years.

In making a game such as the Army-Navy contest possible, the personnel doing the "spade" work are highly important. At the Military Academy, Lt. Col. Louis E. Hibbs, FA, is graduate manager of athletics. His assistant is Capt. Eugene L. Harrison, Cav., and public relations are handled by Maj. R. Ernest Dupuy, FA, and Maj. Oliver K. Neiss, MC, is medical officer.

Army has won 22 games, Navy has won 14 games and 3 games have been ties in the 39 games played to date in the Army-Navy series.

At the Naval Academy, Capt. E. W. McKee, USN, is Director of Athletics, the graduate manager of athletics is Comdr. Ward P. Davis, USN. Lt. Comdr. C. R. Ball, (MC), USN, is team doctor and trainer.

The managerial posts are held by Cadet T. C. Chamberlin, for Army, and Midshipman J. V. Heimark, for Navy.

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Navy Orders

(Continued from Page 297)

command when comm.; addl. duty to CO, USS Bailey.

Ens. Charles W. Coker, det. Battleships, Battle Force, in Nov.; to USS Monaghan.

Lt. (jg) Thomas J. Cauty (MC), det. USS Texas in Dec.; to cfo Dest. Div. 67 and in that div. when comm.

Lt. (jg) Edward L. Hammond (MC), det. USS New York in Dec.; to cfo Dest. Div. 68 and in that div. when comm.

Lt. (jg) Maurice S. Rodgers (DC), det. Nav. Dental Sch., Wash., D. C. on 1 Dec.; to resignation, effective 1 Dec., 1939.

Ens. Richard L. Kenedy, to USS Phelps. Mach. Mathis S. Johnson, ors. modified. To USS West Virginia instead 11th Nav. Dist. Pharm. Clifford K. Condon, det. Nav. Med. Supply Depot, Mare Is., Calif. in Dec.; to Asiatic Fleet.

Nettle M. Handy, Nurse, det. Nav. Hosp., Ports., Va. abt. 10 Jan.; to Nav. Hosp., Newport, R. I.

Phyllis R. Hentz, Nurse, det. Nav. Hosp., Ports., Va. abt. 18 Dec.; to Nav. Hosp., Newport, R. I.

Norma L. Heuple, Nurse, det. Nav. Hosp., Bkln., N. Y.; to Nav. Hosp., Puget Sound, Wash.

Mildred Terrill, Nurse, det. Nav. Hosp., Wash., D. C. abt. 24 Jan.; to USS Relief.

Marjorie E. Von Stein, Nurse, det. Nav. Hosp., Ports., Va. abt. 10 Jan.; to Nav. Hosp., Newport, R. I.

28 November 1939

Lt. Comdr. Samuel G. Fuqua, det. Hdq. 9th Nav. Dist.; to Nav. Trng. Sta., Great Lakes, Ill.

Lt. Comdr. Howard L. Jennings, upon disch. trmt. Nav. Hosp., Phila., Pa., to Naval Academy.

Lt. Comdr. Walker P. Rodman, det. Hdq. 9th Nav. Dist.; to Nav. Trng. Sta., Great Lakes, Ill.

Lt. Comdr. Nicholas B. Van Bergen, det. Ba. Nav., Navy Dept., in Dec.; to CO USS Cushing.

Lt. Comdr. Jesse R. Wallace, det. CO, USS Cushing abt. 20 Jan.; to Atty. Genl., Nav. Sta., Tutuila, Samoa.

Lt. Harry P. Badger, det. Nav. Air Sta., Pensacola, Fla., in Nov.; to Utility Sqdn. One.

Lt. J. Clark Riggs, det. Patrol Sqdn. 13 in Nov. Upon disch. trmt. Nav. Hosp., Pearl Harbor, T. H., to further trmt. Nav. Hosp., San Diego, Calif.

Lt. (jg) Francis A. Greenup, ors. modified. To USS Altair instead 12th Nav. Dist.

Lt. (jg) Everett E. Sengroves, det. USS Brazos; to cfo USS Laub & on bd. when comm.

Ens. Burton H. Shupper, det. Cruisers, Setg. Force in Nov.; to USS Flusser.

Comdr. Richard B. Blackwell (MC), det. Navy Yard, Ports., N. H.; to Nav. Sta., Key West, Fla.

Lt. (jg) George L. Calvy (MC), det. USS Altair; to cfo Dest. Div. 70 & in that div. when comm.

Lt. (jg) Estes W. Murphy (DC), det. Nav. Trng. Sta., Norfolk, Va., abt. 8 Jan.; to Asiatic Fleet.

Lt. (jg) John D. Hyerle (SC), det. Navy Yard, Mare Is., Calif., in Dec.; to cfo Dest. Div. 71 & in that div. when comm.

Ch. Mach. Joseph M. Lenart, det. Navy Yard, Wash., D. C., abt. 2 Jan.; to cfo USS Wasp & on bd. when comm.

Ch. Mach. Jack M. Sutton, det. Navy Yard, New York, N. Y., about 15 Dec.; to cfo USS Yukon & on bd. when comm.

Ch. Elec. Roland E. Moore, det. Navy Yard, Wash., D. C., abt. 2 Jan.; to cfo USS Dixie & on bd. when comm.

Rad. Elec. Alvin Jenkins, det. USS Crowninshield abt. 25 Nov.; to Asiatic Fleet.

Ch. Pay Clk. Milton C. Mattison, det. Navy Yard, Ports., Va., abt. 4 Nov.; to Rec. Sta., Norfolk, Va.

Ida Ann Netter, Ch. Nurse, det. Nav. Hosp., Bkln., N. Y.; to Nav. Hosp., San Diego, Calif.

Edna Barnett, Nurse, det. Nav. Hosp., Pensacola, Fla., abt. 8 Jan.; to Nav. Hosp., Annapolis, Md.

Susan J. English, Nurse, det. Nav. Hosp., Charleston, S. C., abt. 8 Jan.; to Nav. Hosp., Ports., Va.

Beatrice R. Jenkins, Nurse, det. Nav. Hosp., Phila., Pa., abt. 22 Jan.; to Nav. Hosp., Annapolis, Md.

29 November 1939

Comdr. James J. Graham, det. 3rd Nav. Dist. abt. 10 Nov.; to the Southern Cross as exec. off.

Lt. John J. Crane, relieved addl. duty as Nav. Insp. of Machy., DeFoe Boat & Engine Works, Bay City, Mich.

Lt. William C. Norvell, det. Naval Academy abt. 25 Nov.; to cfo USS Roe & on bd. when comm.

Lt. James L. Shank, det. USS Flusser in Nov.; to USS Perkins as exec. off.

Lt. John H. Thomas, det. CO, Fleet Trng. Base, San Clemente Is., Calif., in Nov.; to 11th N. Dist.

Lt. (jg) Eugene A. Barham, det. USS Altair in Nov.; to cfo USS Kennison & on bd. when comm.

Lt. (jg) Awtry L. Bond, ors. 3 Nov. modified. To USS Oglala instead USS Chaumont.

Lt. (jg) Richard R. Boutelle, det. USS San Francisco, in Nov.; to cfo USS McCalla & on bd. when comm.

Lt. (jg) William B. Brooks, det. USS Enterprise in Nov.; to cfo USS Aulick & on bd. when comm.

Lt. (jg) James P. Craft, Jr., det. USS Tuscaloosa in Nov.; to cfo USS Hunt & on bd. when comm.

Lt. (jg) George A. Crawford, det. Nav. Air Sta., Pensacola, Fla.; to trmt. Nav. Hosp., Pensacola, Fla.

Lt. (jg) Albert B. Furer, det. Cruisers, Setg. Force in Nov.; to USS Antares.

Lt. (jg) Eugene B. Hayden, det. USS New Orleans abt. 1 Dec.; to cfo USS McCalla & on bd. when comm.

Lt. (jg) Louis J. Kira, det. Instn. Naval Academy abt. 15 Dec.; to Nav. Air Sta., Pensacola, Fla.

Lt. (jg) Edwin E. Lord, 3rd, det. USS Semmes in Nov.; to cfo USS Rodgers & on bd. when comm.

Lt. (jg) John J. McCormick, Jr., det. Nav. Air Sta., Pensacola, Fla. abt. 6 Nov.; to Staff, Comdr., Aircraft, Setg. Force.

Lt. (jg) Dillon R. McMullen, det. USS Pyro abt. 15 Nov.; to cfo USS McCook & on bd. when comm.

Lt. (jg) Edward J. Mulquin, det. USS Pensacola in Nov.; to USS Pyro.

Lt. (jg) Lewis L. Snider, det. USS Arizona in Nov.; to cfo USS Shubrick & on bd. when comm.

Lt. (jg) Douglas M. Swift, det. USS Minneapolis abt. 1 Dec.; to cfo USS McCook & on bd. when comm.

Lt. (jg) Carl R. Tellefsen, det. USS Detroit

in Nov.; to cfo USS Meade & on bd. when comm.

Ens. John V. Cameron, det. USS New Orleans abt. 25 Nov.; to USS Aylwin.

Ens. Robert F. Deibel, Jr., det. USS Pensacola, abt. 20 Dec.; to cfo USS Hulbert & on bd. when comm.

Ens. Paul A. Dimberg, det. USS Astoria abt. 18 Nov.; to USS Worden.

Ens. Alfred H. Higgs, det. USS Northampton abt. 20 Dec.; to cfo USS Goldsborough & on bd. when comm.

Ens. Posey A. Hooper, det. USS Tennessee in Nov.; to USS Hull.

Ens. Herbert Kriloff, det. USS Salt Lake City abt. 20 Dec.; to cfo USS William B. Preston & on bd. when comm.

Coast Guard Orders

Lt. Comdr. W. W. Kenner, designated as Superintendent, Maritime Service Training Station, St. Petersburg, Fla., in addition to duty as Commanding Officer, Joseph Conrad.

Lt. Comdr. H. W. Stinchcomb, designated as Director, Coast Guard Reserve, Juneau District, in addition to regular duty on Haida.

Lt. R. C. Foutter, det. Haida and as Director, Coast Guard Reserve, Juneau District, effective upon reporting of Lt. Comdr. H. W. Stinchcomb, and assigned line duty Shoshone.

Lt. (jg) E. A. Coffin, Jr., det. Marion, effective about 15 Jan. 1940, and assigned line duty Chelan.

Lt. (jg) R. R. Smith, det. Comanche, effective about 15 Dec. 1939, and assigned line duty Bibb.

Lt. (jg) L. M. Thayer, Jr., det. Mendota, effective about 15 Dec. 1939, and assigned Unalga as engineer officer.

Chief Machinist George Holloway, det. Spencer, effective upon reporting of Machinist J. F. O'Neill, and assigned Agassiz as engineer officer.

Chief Machinist George Karl, det. Pontchartrain, effective upon relief and assigned New York District.

Chief Bosn. C. W. Whitney, det. Jacksonville District, effective upon relief by Chief Bosn. (L) G. M. Schellenger, and assigned Depot for further assignment as commanding officer Carrabasset when placed in commission.

Chief Bosn. (L) G. M. Schellenger, assigned as Intelligence Officer, Jacksonville District, effective upon reporting of Lt. Comdr. F. B. Lincoln.

Chief Mach. T. R. NanCarrow, det. Unalga, (Please turn to Page 305)

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GENERAL Mallin Craig and Mrs. Craig have taken residence in Washington, being now pleasantly settled in an apartment at the Dresden. With them is Mrs. Woodruff, widow of General Woodruff, and mother of Mrs. Craig. They are keenly enjoying contacting their friends in the National Capital.

The Chief of Staff, General George C. Marshall, was host to a group of Brazilian Army aviators at a luncheon Monday in Washington.

The Brazilian Ambassador, Senhor Carlos Martins, was the ranking guest and in the group of United States Army officers in the company were Maj. Gen. Henry H. Arnold, Chief of the U. S. Army Air Corps; Brig. Gen. Lorenzo D. Gasser, deputy chief of staff; Brig. Gen. George H. Brett, assistant chief of the Army Air Corps; Brig. Gen. Barton K. Yount, assistant chief of the Army Air Corps.

Also Brig. Gen. Philip B. Peyton, Col. E. R. Warner McCabe, Col. John A. Crane, Lt. Col. Lehman W. Miller, Lt. Col. Kenneth Buchanan, Maj. Matthew B. Ridgway, Maj. L. J. Compton, and Capt. Thomas North.

The wife of the Commander in chief of the Navy, Mrs. Franklin D. Roosevelt, will drive to Annapolis Monday to speak before a group of Navy officers' wives stationed there.

The Governor of Maryland and Mrs. Herbert O'Connor were dinner guests of the Secretary of War and Mrs. Woodring Monday evening.

Mrs. Edison, wife of the Acting Secretary of the Navy, presided over the tea table at the Army and Navy Country Club Tuesday, when Miss Aelsah Dorsey, daughter of Rear Adm. and Mrs. Benjamin H. Dorsey, was presented to Washington society, including, of course, a large contingent of Service folk.

Among those assisting was Mrs. Eugene de Bullete of Baltimore, who will give a luncheon in compliment to Miss Dorsey, when the latter goes to Baltimore to come-out again at the Bachelors' cotillon on Monday evening.

Miss Dita Davis, daughter of Col. and Mrs. Robert Davis, was the debutante of Wednesday afternoon, being presented at her parents' home in Arlington, Va.

Col. and Mrs. Richard E. Cummins, since their return from a tour of Europe, are located at 48 Holman Road, Auburndale, Mass., where they expect to be until after the first of the year. Their son, William Kreidler Cummins, will spend his Xmas leave from West Point with them there and upon his return to the Point they expect to make their permanent home.

Col. Harold A. Strauss, USA, commanding officer of the Panama Air Depot, and Mrs. Strauss were among those on the Pacific Side for the arrival of the "Flying Fortresses" and Air Corps officers and during their stay at Albrook Field before leaving for Buenos Aires, and for the luncheon given in honor of the visiting officers.

Maj. Edwin J. House, USA, commanding officer of France Field, and Mrs. House were also there and for their stay

SERVICE SOCIAL NEWS



MRS. CAMILLUS ALBERT NASH, 3d

who before her marriage in Virginia, 15 Nov., was Miss Frances Ahearn Manney, daughter of Col. and Mrs. Henry Newman Manney, USMC.

were guests of the Commanding Officer of Albrook Field and Mrs. A. H. Gilkeson.

From Panama also comes word of farewell compliments being paid Lt. Col. and Mrs. Sam E. Parker who are leaving early this month for the States. Maj. and Mrs. Loren D. Moore gave a supper party in their home in the grounds of Gorgas Hospital among others thus entertaining.

Col. and Mrs. Berkeley T. Merchant entertained at a tea-dance Thursday—Thanksgiving Day to some—at the Subgrave Club to introduce to Capital society their debutante daughter, Bernice, one of a bevy of pretty Service buds of this season.

Mrs. Harry Grier is visiting her son, Capt. James L. Grier, Inf., at West Point.

Honoring Col. and Mrs. Rufus L. Holt who are leaving this month for the Philippines, Col. and Mrs. William B. Meister entertained at a cocktail party Saturday last at their home in the grounds of Walter Reed Hospital. The party was also a compliment to Maj. and Mrs. J. Taylor De Camp of Fort Hancock, N. J., son-in-law and daughter of the hosts. Major De Camp's mother, Mrs. Jessie De Camp of Fargo, N. D., accompanied them to Washington and was a guest with them over the week-end of Thanksgiving of Colonel and Mrs. Meister.

Maj. Gen. John A. Lejeune, former Commandant of the Marine Corps, came up from his home in Norfolk last week, and while here entertained some of his old friends at the Army and Navy Club in Farragut Sq., the party being for his grandson, and granddaughter, Lt. James Blair Glennon, USMC, and Miss Jeanne Lejeune Glennon, who are also grandchildren of Rear Adm. James H. Glennon of Washington, D. C. Lt. Glennon is visiting in Washington from his station in Philadelphia, where he is attached to the Marine Corps unit.

Brig. Gen. Jas. G. Steese has been appointed by Dr. John H. Finley, Editor-in-Chief of the New York Times and Chairman of the Phi Beta Kappa Foundation, to have charge of the Phi Beta Kappa Drive "To The Defense Fund" for San Antonio and vicinity in South Texas. The Defense Fund is sponsored by John D. Rockefeller, Jr., a Trustee of Phi Beta Kappa.

(Please turn to Page 308)

Weddings and Engagements

SIMPLICITY was the keynote of the arrangements for the marriage of Miss Kate Elizabeth Locke Hopwood, daughter of Col. and Mrs. Lucius Locke Hopwood, MC, to Capt. Dale Joel Kinnee, Inf., USA.

The ceremony took place at the home of the bride's parents in San Antonio, Tex., at 8 o'clock Wednesday evening, 22 Nov.

Acting as attendants for Captain Kinnee and his bride were Capt. Thomas M. Tarpley, Jr., and Miss Rosemary Freeman.

Ferns, white chrysanthemums and gladioli were used in the decorations of the house. A prie-dieu placed at the end of the living-room was backed by a screen of foliage and white flowers, and flanked by tall standards of chrysanthemums, gladioli and five branched candelabras with burning tapers.

Miss Rosemary Freeman, the bride's only attendant was attired in a sheath-like gown of amethyst crepe with a bustle back. She carried a fan of pink gladioli.

The bride entered with her father. She wore cream chiffon with gathered fullness in the bodice and the skirt, close fitting at the waist-line and hips. Her chapel was of chiffon and valley lilies and she carried an antique rose-point fan with sprays of lilies of the valley and ribbons.

The ceremony was performed by candle-light by the Rev. Albert George Henkes.

An informal reception followed. Soft music was played before and during the ceremony and reception.

In the dining-room, the table was decorated with ranunculus and gladioli. Following the time honored custom the bride cut the cake with her husband's sabre.

For her going away costume the bride wore a navy wool suit, with a small matching hat and accessories.

After the wedding trip Captain and Mrs. Kinnee will return to his quarters at Fort Sam Houston, Texas. Their stay will be brief, however, for Captain Kinnee is under orders to the Philippine Islands and scheduled to sail from San Francisco 17 Jan. on the United States Army Transport "Grant."

Capt. and Mrs. Reginald Whitaker announce the marriage of their daughter, Katharine Mary, to Lt. William Calvin Banning, Inf., USA.

The wedding was solemnized at six o'clock, Wednesday evening, 15 Nov., in St. Luke's Pro-Cathedral of Evanston, with Dean Moore officiating. It was the first military wedding to be held at St. Luke's, and it was a very colorful event, with the bridegroom, the bride's father, and the ushers resplendent in their uniforms. After the ceremony was over, Lieutenant Banning and his bride followed an old army custom and walked through an arch of shining sabers.

Miss Whitaker was escorted up the aisle by her father. She wore a gown of pure white satin, made on princess lines with a heart-shaped neckline and long sleeves tapering gradually to the fingertips. Her voluminous tulle veil fell from a coronet of velvet and pearls. She carried a bouquet of white chrysanthemums with a white satin bow.

The maid-of-honor was the bride's younger sister, Miss Regina Whitaker. She was attired in a gown of Spanish magenta taffeta, made on long sweeping lines, and with a small jacket. Her bouquet was of roses, encircled by forget-me-nots. The bridesmaids were: Miss Helen Nicholson Cream of Washington, D. C., Miss Mary Jane Dibble of Evanston, Ill., and Miss Sylvia Clemens of Winnetka, Ill. They were attired exactly alike in gowns of silvery grey satin made on princess lines, with heart-shaped necklines and puffed sleeves. Their head-dresses were curled ostrich feathers on a deep rose velvet bow with matching face veils which were thrown back at the

same time as the bride's. They, too, carried bouquets of forget-me-nots encircled by roses.

The bride's mother wore a dress and turban of Burgundy crepe trimmed in gold with a wide belt, and wore a corsage of golden orchids.

The best-man was Lt. Delmer Rogers who was graduated in the class of BCS from the United States Military Academy, as was the bridegroom and the ushers. Among the ushers were: Lieutenants Philip Lehr, Richard Morrison, Robert Haffa, Benjamin Chapla and Elwood Donoghue and Mr. Joseph Whitaker, brother of the bride who came home from St. Andrew's School.

After the ceremony there was a reception with dancing at the Officers' Club of Fort Sheridan. It is not known where Lieutenant and Mrs. Banning will go on their wedding trip, but it will probably not be far away as he is waiting for his orders. For a going-away costume Mrs. Banning will wear a black wool dress, with a blue jacket that has revers of Persian Lamb. She also has a smart black position hat and a black caraco coat and will carry black accessories.

Mrs. Banning comes from an old Army family, and so is keeping up the tradition by marrying in the Service. She has had the typical Army education, having attended school in Berlin when her father was sent there on the Freeman Fellowship and then attended the Ellis School in Pittsburgh when Captain Whitaker, an Engineer Officer, was Professor of Military Science and Tactics at the Carnegie Institute of Technology. She then attended Western High School in Washington, D. C., while her father was taking a course at the Army Industrial College there and this last year she has attended Northwestern University, as her father is assistant to the District Engineer and also Procurement Officer in Chicago. Captain Whitaker is a member of the Army and Navy Club in Washington, D. C.

Like her mother, a Colonial Dame of the Virginia Society, Mrs. Banning is a member of the Army D. A. R. and is also a member of the Kappa Delta Sorority.

Lieutenant Banning is the son of Mr. and Mrs. Kendall Banning of Old Lyme, Connecticut. Mr. Banning is the author of "West Point Today" and "Annapolis Today" and many other books. Unfortunately they were unable to come West for the wedding due to the fact that Mr. Banning, a lieutenant-colonel in the Signal Corps Reserve, is at present on active duty in Boston. Young Mr. Banning is also following in an army tradition as his family has also participated in every war in which the United States has taken part.

Mrs. Banning is a granddaughter of (Please turn to Page 307)

THIS LITTLE GIRL WILL HAVE A HAPPY CHRISTMAS



Tuberculosis is still the greatest killer of youth . . . and takes fifty per cent more girls than boys between the ages of 15 and 25!

Two modern aids that help the physician detect tuberculosis in its earliest, curable stage are the tuberculin test and the chest X-ray.

Your purchases of Christmas Seals make it possible, not only to teach people that tuberculosis is preventable and curable, but to look for early stages of this dread disease among children who seem to be in good health.

So from now 'till Christmas, mail no letter—and no package—unless it is decorated with the Christmas symbol that saves lives!

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Posts and Stations

WEST POINT, N. Y.

1 December 1939

The entire Corps of Cadets as well as most of the post personnel, will go to Philadelphia tomorrow for the annual Army and Navy football game. The list of those to attend the game is headed by the Superintendent of the United States Military Academy, Brig. Gen. Jay L. Benedict and Mrs. Benedict, Col. and Mrs. Clifton C. Carter, Col. Roger G. Alexander and his son and daughter, Mr. Roger G. Alexander, Jr., and Miss Ruth Alexander, Col. and Mrs. Clayton E. Wheat and their son Mr. Clayton E. Wheat, Jr., Col. and Mrs. Royal Reynolds and their son-in-law and daughter, Lt. and Mrs. William H. Allen, Col. and Mrs. Chancery L. Fenton and their son Mr. Donald Fenton, Lt. Col. and Mrs. Herman H. Keckema, Lt. Col. and Mrs. Harris Jones, Lt. Col. and Mrs. Gerald A. Counts and their daughter Miss Anne Counts, Lt. Col. Frank L. Seowden, Lt. Col. and Mrs. T. J. J. Christian, and their daughter Miss Peggy Christian, Lt. Col. and Mrs. Clarence H. Danielson and their son Lt. Ole W. Danielson, Lt. Col. and Mrs. Oscar J. Gatechill, and their daughters the Misses Victoria and Anne Gatechill, the Commandant of Cadets, Lt. Col. Charles W. Ryder and Mrs. Ryder, Lt. Col. and Mrs. Louis E. Hibbs and their son Mr. Louis E. Hibbs, Jr., Lt. Col. and Mrs. Elwood L. Nye and their daughter Miss Kathleen Nye, Lt. Col. Arturo Carbonnel, Lt. Col. Lynn Tingay and their daughter Miss Betty Tingay, Lt. Col. William E. Chambers, Maj. and Mrs. Frederick Irving, Maj. and Mrs. Clare Armstrong, Maj. and Mrs. Ernest Dupuy, Maj. and Mrs. Christian A. Schwarzwaelder and their daughter Miss Page Schwarzwaelder, Maj. and Mrs. Marion Carson, Maj. Loyd Van Duree and his sister Mrs. Dorothy Duree Graham and Lt. Glenn F. Rogers, Maj. and Mrs. William W. Jenna, Maj. and Mrs. Ira Black, Maj. and Mrs. Arthur C. Purvis, Maj. and Mrs. Oscar Pegan, Miss Frances Tully, Capt. and Mrs. Francis A. March, 3rd, Capt. and Mrs. Emmett J. Bean and their daughter Miss Betty Jean Bean, Capt. Foster J. Tate, Capt. and Mrs. Francis H. Oxx, Capt. and Mrs. Charles Barrett, Capt. and Mrs. John M. Weikert, Capt. and Mrs. Theodore Osborne, Capt. and Mrs. Ewing France and their son Mr. Sam France, Capt. and Mrs. Bjarne Furuholmen, Capt. and Mrs. Charles E. Hart and their daughter Miss Virginia Hart, Capt. and Mrs. George Smythe, Capt. and Mrs. William Wood, Capt. and Mrs. David Talley, Capt. and Mrs. John Roosma, Capt. and Mrs. Harry Storke, Capt. and Mrs. Willis Matthews, Capt. and Mrs. David Van Dyke, Capt. and Mrs. David Brown, Capt. and Mrs. Kenneth Nichols, Lt. and Mrs. George Beeler, Lt. and Mrs. Clayton Gates, Lt. and Mrs. Patrick Guiney, Jr., Lt. and Mrs. Charles Broshous, Lt. and Mrs. Donald Weber, Lt. and Mrs. Guy Lothrop, and Lt. and Mrs. Sherburne Whipple, Jr.

Lt. Col. and Mrs. Oscar J. Gatechill, Capt. and Mrs. Lawrence C. Leonard and Capt. and Mrs. W. George Devens received the guests 25 Nov. at the Officers' Hop at Cullum Hall. Lt. Col. T. J. J. Christian departed early last week to pass the Thanksgiving holidays with his son Lt. T. J. J. Christian, Jr., in Dallas, Tex. Mrs. Christian passed the week in Washington as the guest of Lt. Col. Christian's brother-in-law and sister Mr. and Mrs. E. R. Preston.

Maj. and Mrs. Clare Armstrong left to pass the week in Washington as the guests of Mrs. Armstrong's brother-in-law and sister Mr. and Mrs. H. L. Kitts. They will also attend the Army-Navy game in Philadelphia before returning to West Point.

Miss Polly Prickett, daughter of Lt. Col. and Mrs. Fay B. Prickett has returned to the post after passing a week as the guest of her brother-in-law and sister Lt. and Mrs. Frank D. Miller, of Ft. Meade, Md.

ANNAPOLIS, MD.

28 November 1939

Many persons of the Naval Contingent attended the Princeton-Navy football game played at Princeton last Saturday. Included in the party were Rear Adm. and Mrs. Wilson Brown; Rear Adm. and Mrs. A. T. Church, Capt. and Mrs. Milo F. Draemel; Capt. and Mrs. E. W. McKee, Capt. and Mrs. R. R. Beary, Capt. and Mrs. M. C. Bowman, Capt. and Mrs. G. C. Thomas, Capt. and Mrs. R. C. Train, Capt. and Mrs. H. J. Abbott, Capt. and Mrs. E. D. Washburn, Jr., Comdr. W. N. Thomas (Ch.C.) and Mrs. Thomas, Lt. Comdr. and Mrs. C. C. Wood, Lt. Comdr. and Mrs. R. E. Jasperson and Lt. Comdr. and Mrs. M. D. Gilmore; Lt. C. R. Almgren (R.C.), Lt. and Mrs. L. A. Bryan, and Lt. and Mrs. L. J. Kirm.

Among the eighty debutantes who will make their bows at the first Monday German at the Lyric in Baltimore on 4 Dec. is Miss Evelyn Gieves Van Metre, daughter of Capt. Thomas E. Van Metre, USN, and Mrs. Van Metre of Annapolis. She will have as her partners, Mr. Edgar Allan Poe and Mr. Douglas H. Gordon. Mrs. Alexander Gordon will be her chaperone.

Capt. and Mrs. Harry A. Baldrige entertained at Thanksgiving dinner for eight mid-

shipmen, among them their son who is a member of the plebe class this year.

Capt. C. Revell Moss, USMC, and Mrs. Moss have returned to Philadelphia after spending Thanksgiving holidays with Capt. Moss' mother, Mrs. Clifton Moss.

Capt. and Mrs. Stephen Doherty and their daughter, Daphne, of Cape May, N. J., were the guests of Comdr. and Mrs. Jack H. Duncan for Thanksgiving holidays.

Mrs. W. A. Smead, widow of Capt. W. A. Smead, USN, is visiting Admiral and Mrs. A. T. Church.

Lt. and Mrs. C. E. Wakeman of Pensacola, Fla., spent the week-end at Carvel Hall.

Mrs. Doyen, widow of Col. Chas. A. Doyen, USMC, and her sister, Mrs. J. W. Valiant entertained the Monday Bridge Club yesterday at the Valiant Cottage, Wardour.

Lt. Comdr. and Mrs. Walton R. Read entertained at a buffet supper party on Saturday for the members of the Claude family living in Annapolis. Among the guests were Capt. and Mrs. Abraham Claude, brother and sister-in-law of Mrs. Read, who came from Washington.

PRESIDIO OF MONTEREY, CALIF.

27 November 1939

Officers and their ladies gathered Sunday (26 November) for a no-host Hunt Breakfast at Indian Village in the Del Monte Forest. The ride was sponsored by the Presidio Officers' Club and Captain F. G. Trew was in general charge.

Presidio's polo team finished in the 500 column for the week-end's polo activity yesterday. First unit of the polo squad, led by Captain Alexander George, played Stanford University 24 November at Palo Alto and won, 15 to 2. Local line-up included Captains George, Bill Gilmore and Phil Draper, and Lt. Steve Downey. Captain George was high with six goals. Presidio lost to San Mateo 27 November, four goals to eight, in the first game of a series to be played this season. Playing in the second game were Captain George at No. 1, Captain Gilmore at No. 2, Lt. Downey at No. 3, and Major C. H. Gerhardt in the back spot.

Mrs. Gustav Guenther, speaking on the subject: "Observations of a Military Attache's Wife," addressed ladies of the Presidio Women's Club at their November meeting 21 November at the Officers' Club. Forty ladies attended and the Mesdames Neal Harper and Lambert Cain were hostesses.

Presidio observance of Thanksgiving became a two-phase event 23 November. Turkey, of course, was the main dish, but during the morning the post personnel gathered at Soldier Field for the third annual Presidio Relays. One hundred fifty athletes participated and the meet was won by Headquarters Troop, 11th Cavalry, with 71 points to 41 for its nearest rival, Troop 16. Individual stars were Staff Sgt. Jack Wachtel of HQ Troop and Corporal Kenneth Mustard of Troop A. It was the second time in three seasons that the "Cue" Troopers won the meet.

Local training this week was divided between the Post and Camp Ord. A night march by the Second Squadron, 11th Cavalry, commanded by Major Wayland Augur, was held 20 November through the Loma Alta section. All troops of the regiment participated in squad combat problems on the Post 24 November, and that night Major Gustav Guenther took his squadron (1st), on a night problem to Camp Ord. The problem covered bivouac and attack phases of training. This week Battery D and Battery E of the 2nd Battalion, 76th Field Artillery (Lt. Col. J. E. McMahon, commanding) are firing 37 mm. guns on the Ord Artillery range.

LONG BEACH, CALIF.

26 November, 1939

An interesting Thanksgiving visitor here was Mrs. Hugo Wistrand, wife of the Consul of the Swedish Legation in Tokyo, Japan, who was the houseguest in Villa Riviera of Capt. and Mrs. Harold Bemis of USS California. She arrived on the Tatsuta Maru with her two small daughters and has now gone to New York and other Atlantic Coast cities to visit relatives before continuing the journey to Stockholm.

Junior officers of the fleet were honored Friday night at the annual festive dinner dance in Coast Club with the City of Long Beach as host. In the Tea Room Navy subdebs frolicked at their monthly cotillion.

Home for the holidays in Merwin Silverthorn, son of Col. Merwin H. Silverthorn, U. S. Marine Corps of the Indianapolis, who is a sophomore at University of California, Miss Betty Speiseger, daughter of Comdr. and Mrs. John M. Speiseger, a sophomore at Pomona College, is enjoying a brief vacation.

Army-Navy club was the rendezvous for more than 150 service set couples who celebrated Thanksgiving night at a dinner dance with a ten-piece orchestra providing the music. Comdr. and Mrs. Scott McCaughey of the Argonne had a family dinner in Coast Club with Beverly Hills relatives participating.

Comdr. and Mrs. John Dingwell were hosts at a Thanksgiving eve dinner in their home

as a farewell for Capt. A. T. Bidwell, commanding USS Chicago, and Mrs. Bidwell, who will leave soon for the officer's new duty in Washington, D. C. A large yellow pumpkin filled with bright colored fruits centered the candlelit table.

Wives of officers aboard the USS California will dine together tomorrow evening in Coast Club, with Mrs. Elroy L. Vanderkloot, executive officer of the ship, in charge of arrangements. Forty are expected to attend.

Wives of Tennessee officers had their November luncheon in Coast Club, and honored Mrs. Walter Vernon, wife of Rear Admiral Vernon; Mrs. Damon E. Cummings, wife of the commanding officer, and Mrs. Hamilton Bryan, wife of the executive officer. Thirty guests were present. Miss Lyman Perry, Frederick L. McDaniel and Francis Gafney were hostesses.

Officers' Wives Club will celebrate the annual Army-Navy football game by having their outstanding social function in Coast Club Saturday evening. More than 300 reservations have been made. Mrs. Desmond J. Sinnott, chairman of the club's hospitality committee, is general chairman of the dinner dance, and has on her committee Misses Ralph Roberts, George Dyer, William Tarbuton, F. P. Old, William Christian Schultz, Carroll Taber Bonney, Kent Melhorn and K. J. Christoph.

Coast Guard Orders

(Continued from Page 303)

effective upon relief by Lt. (jg) L. M. Thayer, Jr., and assigned Pequot as executive officer.

Gr. (T) W. S. Nevins, det. Cape May Group and assigned Campbell.

Bosn. H. C. F. Beyer, Aurora, orders of 10 Nov. 1939, cancelled.

Chief Mach. Mate L. W. Forsythe, issued acting appointment as Machinist and designated engineer officer Bonham.

The following Chief Radiomen issued acting appointments as Radio Electrician: F. E. McKee, Norfolk Dist.; R. J. Fadden, Ft. Trumbull Training Station; A. E. Case, San Francisco District; Julius Mize, Naval Research Laboratory; W. W. Ballowe, Ft. Trumbull Training Station.

Gr. Wilfred Mitchell, detached Depot temporarily and assigned temporary duty Calumet.

Chief Machinist's Mate J. E. Jennings, Buffalo Station, issued acting appointment as Machinist; assigned temporary duty Depot and as engineer officer Nemaha until contact with Alert, and then as engineer officer latter vessel until arrival at Depot, upon completion of which, resume duty Buffalo Station.

Chief Machinist's Mate G. W. Brazen, issued acting appointment as Machinist; detached Reliance and assigned Tiger as engineer officer.

Chief Machinist's Mate E. A. Himel, issued acting appointment as Machinist; detached Base 4 and assigned Rush as engineer officer.

Chief Machinist's Mate Carl Bahm, issued acting appointment as Machinist; detached Naugatuck and assigned Tahoe.

Chief Machinist's Mate J. C. Smith, issued acting appointment as Machinist; detached Pamlico and assigned Pontchartrain.

Chief Machinist's Mate J. F. O'Neill, issued acting appointment as Machinist; detached Base 4 and assigned Spencer.

Chief Machinist's Mate M. B. Flint, issued acting appointment as Machinist; detached Ft. Trumbull Training Station and assigned Travis as engineer officer.

Chief Watertender Otto Gaich, issued acting appointment as Machinist; detached Ft. Trumbull Training Station and assigned Mendota.

Machinist E. F. Rock, Calumet, died at Marine Hospital, Baltimore, Md.

Army Orders

(Continued from Page 297)

station after name:

Capt. George E. Elliott, to 7th Inf., Vancouver Bks., Wash.

Capt. Charles Rufus Smith, to 25th Inf., Ft. Huachuca, Ariz.

1st Lt. James G. Balluff, to 29th Inf., Ft. Benning, Ga.

1st Lt. Louis F. de Lesdernier, to 24th Inf., Ft. Benning, Ga.

1st Lt. Austin G. Fisher, to 67th Inf., Ft. Benning, Ga.

1st Lt. Godfrey A. Fowler, to 24th Inf., Ft. Benning, Ga.

1st Lt. John J. Jakle, to 29th Inf., Ft. Benning, Ga.

1st Lt. John J. Phelan, to 29th Inf., Ft. Benning, Ga.

2nd Lt. Donald F. Thompson, to 29th Inf., Ft. Benning, Ga.

2nd Lt. David O. Byars, Jr., from Ft. Benjamin Harrison, Ind., to 32nd Inf., Chikoot Bks., Alaska, Sail NY 28 Dec.

2nd Lt. Marvin Arnold Kreidberg, prior orders amended; to 4th Inf., Ft. Lincoln, N. D.

2nd Lt. John G. Zierdt, from 25th Inf., Ft. Huachuca, Ariz., to Ord. Sch., Aberdeen Proving Ground, Md., 1 Jan. 1940.

2nd Lt. Charles D. Kepple, from Love Fld.,

Dallas, Texas, to 25th Inf., Ft. Huachuca, Ariz.

2nd Lt. John T. Ewing, from Randolph Fld., to 2nd Div., Ft. Sam Houston, Texas.

2nd Lt. Donald F. Hull, from Tulsa Municipal Airport, Okla., to 6th Inf., Jefferson Bks., Mo.

2nd Lt. John O. Dickerson, from Lincoln, Neb., to 17th Inf., Ft. Crook, Neb.

AIR CORPS

MAJ. GEN. HENRY H. ARNOLD, C. of AC.

Following officers, from station after name, to Maxwell Fld., Montgomery, Ala.: Lt. Col. Thomas S. Voss, (Maj.), Selfridge Fld., Mount Clemens, Mich.; Maj. John R. Drumm, (Capt.), Middletown Air Depot, Pa.

Following officers, from Ft. Leavenworth, Kan., to Hawaiian Dept. Sail NY 7 Feb. 1940. Maj. James A. Mollison, Maj. Edward W. Raley, Maj. Donald F. Stace, (Capt.), and Capt. William L. Ritchie.

Maj. James B. Carroll, from Panama Canal Dept., to Maxwell Fld., Ala., 6 Dec.

Capt. William C. Bentley, Jr., from Langley Fld., Va., 15 Dec., to Maxwell Fld., Montgomery, Ala.

Capt. Alford Van P. Anderson, from Hawaiian Dept., to Langley Fld., Va.

1st Lt. Jesse Auton, from Wash., D. C., to Bolling Fld., D. C.

Following officers, from station shown after name, to Materiel Div., Wright Fld., Dayton, O.: sail SF 20 Dec.:

1st Lt. Frank R. Cook, March Fld., Calif., 2nd Lt. Clarence A. Neely, Hamilton Fld., Calif.

1st Lt. Richard H. Carmichael, prior orders revoked.

1st Lt. George P. Champion, from Panama Canal Dept., to Langley Fld., Va.

Following officers, from station after name, to Materiel Div., Wright Fld., Dayton, O.:

2nd Lt. Don Doupland, Langley Fld., Va., 2nd Lt. Charles H. Terhune, Jr., Selfridge Fld., Mich., and 2nd Lt. Vincent G. Huston, Mitchell Fld., N. Y.

2nd Lt. Marvin C. Bender, from Bolling Fld., D. C., to Materiel Div., Wright Fld., Dayton, O.

2nd Lt. Harry B. Young, prior orders revoked.

PROMOTIONS

2nd Lt. Eli E. Daman, Med. Adm. Corps, to 1st Lt., 23 Nov.

Ch. Alexander D. Sutherland, (Lt. Col.), USA, to Col., 23 Nov.

Capt. John C. Grable, SC, to Maj., 28 Nov.

Lt. Col. Allen Fletcher, Inf., to Col., 28 Nov.

Maj. Frank E. Sharpless, Inf., to Lt. Col., 28 Nov.

1st Lt. Don I. Deane, VC, to Capt., 30 Nov.

TRANSFERS

2nd Lt. Robert M. Patterson, Jr., CE, to AC, 28 Nov.; from Kelly Fld., Texas, to Maxwell Fld., Ala.

Following 2nd Lts. of Inf., to AC, 28 Nov., Kelly Fld., Texas: Richard F. Bromley and William H. Hanson.

1st Lt. Howard H. Reed, (Inf.), to QMC, 4 Nov.

Capt. James M. Lamont, Inf., to QMC, 4 Nov.

2nd Lt. Delk M. Oden, Inf., to Cav., 4 Nov.

WARRANT OFFICERS

W. O. Thomas J. Quinn, from Puerto Rican Dept., to AGD, Hq., 2nd CA, Governors Island, N. Y.

W. O. James J. Ryan, retired with rank of 2nd Lt., 31 March 1940, for age.

W. O. Allen C. Rowe, retired with rank of 1st Lt., 31 March 1940, upon his own application after more than 30 years' service.

W. O. Louis Bartelton, from Baltimore, Md., to asst. to QM, Ft. Montrie, S. C.

W. O. Oscar Rennie, from Kelly Fld., Texas, to asst. QM, Hq. 7th CA, Omaha, Neb.

W. O. Edwin F. Mitchell, retired, 31 Dec., upon his own application after more than 31 years' service.

ORDERS TO ENLISTED MEN

Tech. Sgt. Russell N. Shuck, Fin. Dept., to W. O. Reg. Army, Ft. Francis E. Warren, Wyo., 22 Nov.

Prior orders det. following enlisted men at Ft. Benning, Ga., revoked: Sgt. Bennie L. Logan, Co. A, 8th Inf., Ft. Screven, Ga.; Pvt. 1st. George R. Powell, Co. M, 25th Inf., Ft. Huachuca, Ariz.; Pvt. 1st. Joseph Grossman, Co. H, 18th Inf., Ft. Benning, Ga.

Following enlisted men to Ft. Benning, Ga.: Pvt. 1st. Barney I. Justice, Serv. Co., and Pvt. 1st. Kimber M. Yoke, Co. H, both of 22nd Inf., Ft. McPherson, Ga.; instead of Pvt. 1st. Johnnie E. Veal, Serv. Co., 22d Inf., Ft. McPherson, Ga., and Pvt. 1st. Marshall A. Sneed, Co. F, 22d Inf., Ft. McPherson, Ga.

Sgt. Francis V. Nichols, prior orders amended to read "Camp Custer, Mich."

RETIREMENT OF ENLISTED MEN

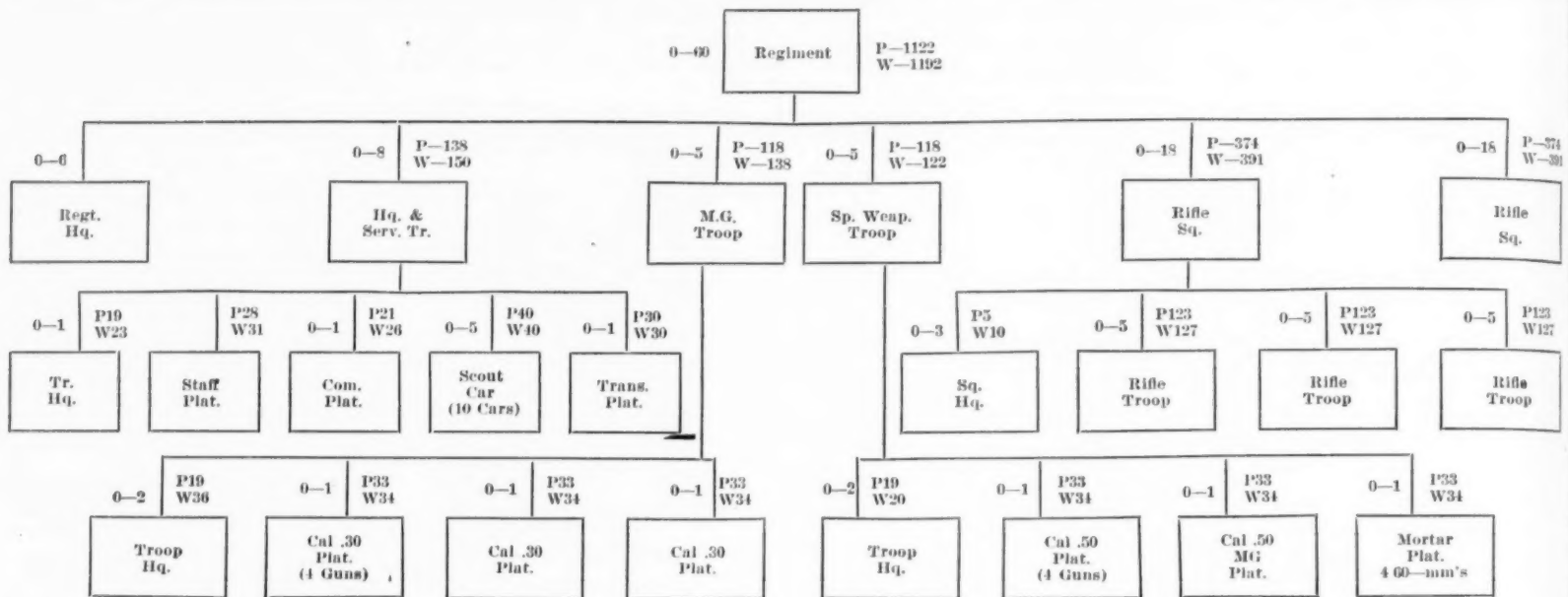
Sgt. John McNaughton, 56th Ord. Co., at Portsmouth, Va., 30 Nov.

M. Sgt. Eugene J. Callahan, DEMI, at Logan, Utah, 30 Nov., with rank of 2nd Lt.

M. Sgt. Joe Weir, DEMI, at Cleveland, O., 30 Nov.

1st Sgt. Charles A. Small, Co. M, 1st Inf.,

(Continued on Next Page)



Horse Regiment on War Basis If Army Expands

New tables of organization for cavalry horse regiments designed to bring those regiments to near war strength for the first time, are being prepared by the War Department this week, to take effect when, and if, the expansion of the Army to be asked when Congress convenes is approved by that body.

Each horse regiment, under the new tables, will have a peace strength of 1,122 enlisted men and a war strength of 1,192 men—only 70 men more than the peace footing. The present peace strength is only 744 men, much less than half the 1,608-man war strength.

It will be seen from the above, that though the peace strength is to be increased, war strength is to be reduced. Principal reduction is elimination of three rifle troops.

Differences between the old and new tables of organization are shown at a glance by the following tables:

Old Regiment, Peace

- 1 Headquarters and Service troop
- 1 Machine Gun troop
- 2 Squadrons of 2 rifle troops
- 6 troops

Army Orders

(Continued from Preceding Page)

at Ft. Francis E. Warren, Wyo., 30 Nov.
1st Sgt. Max Duze, Bat. C, 52d Const Art., at Ft. Hancock, N. J., 30 Nov.
Staff Sgt. James B. Walden, 72d Sep. QM Co., at Schofield Bks., T. H., 30 Nov.
1st Sgt. Raymond H. Chapman, Co. A, 19th Inf., at Schofield Bks., T. H., 30 Nov.
1st Sgt. Willie Pitts, Co. B, 24th Inf., at Ft. Benning, Ga., 30 Nov.
M. Sgt. John T. Warren, hq. det., 10th Engr. Bat., at Ft. Lewis, Wash., 30 Nov.
Staff Sgt. James R. Dean, QMC, at Fitzsimons Gen. Hosp., Denver, Colo., 30 Nov.
Staff Sgt. Henry J. O'Brien, Hq. and Hq. Bat., 1st Bat., 16th FA, at Ft. Myer, Va., 30 Nov.
1st Sgt. Charlie R. Bailey, Co. G, 9th Inf., at Ft. Sam Houston, Texas, 30 Nov.
Cpl. Seward M. Carney, Serv. Co., 23d Inf., at Ft. Sam Houston, Texas, 30 Nov.
Staff Sgt. Otto Lantinen, band, 14th Const Art., at Ft. Worden, Wash., 30 Nov.
Sgt. Lee Preston, Serv. Co., 25th Inf., at Ft. Huachuca, Ariz., 30 Nov.
Staff Sgt. Alex Cooper, QMC, at El Paso, Texas, 30 Nov.
Staff Sgt. Charles Walden, Serv. Co., 30th Inf., at Pres. of San Fran., Calif., 30 Nov.
T. Sgt. Marion Redhill, Hq. Bat., 2d Const Art., at Ft. Monroe, Va., 30 Nov., with rank of 2nd Lt.
S. Sgt. George W. Dickerson, DEMT, at Alexandria, La., 30 Nov., with rank of 1st Lt.
1st Sgt. William R. Lybrand, Bat. B, 5th FA, at Ft. Benning, Ga., 30 Nov.
M. Sgt. Steve Bartlett, Serv. Co., 3d Inf., at Ft. Snelling, Minn., 30 Nov.
Sgt. Lucian A. Massie, det. 16th Sig. Serv. Co., SC, at Aberdeen Proving Ground, Md., 30 Nov., with rank of S. Sgt.
Sgt. Sanders G. Whitte, Co. K, 21st Inf., at

Old Regiment, War

- 1 Hq. and Service troops
- 1 Machine Gun troop
- 1 Special Weapons troop
- 3 Squadrons of 3 rifle troops
- 12 troops

New Regiment, Peace and War

- 1 Hq. and Service troop
- 1 Machine Gun troop
- 1 Special Weapons troop
- 2 Squadrons of 3 rifle troops
- 9 troops

The new organization results in a three-troop organization, possessing increased fire power, flexibility of movement and other advantages of the triangular organization which has been already carried out for the Infantry.

The addition of a heavy weapons troop equipped with 50 caliber machine guns and the 60-mm mortar—a brand new Cavalry weapon—will increase greatly the supporting fire power of the regiment over that possible in the present organization. The supply service of each horse regiment will be entirely motorized, adding to mobility of the units.

Expansion and reorganization of the regiments will provide for the following increases in materiel:

- 12 caliber 30 light machine guns, or a total of 36.

Schofield Bks., T. H., 30 Nov.
Sgt. Lewis B. Mendors, 9th Ord. Serv. Co., at Ft. Worden, Mass., 30 Nov.
Sgt. Robert J. Guerin, 4th Plat., 10th Ord. Serv. Co., at March Fld., Calif., 30 Nov.
1st Sgt. John A. Taylor, Co. L, 25th Inf., at Ft. Huachuca, Ariz., 30 Nov.
T. Sgt. Charles Miller, Hq. Troop, 16th QM Sq., at Ft. Bliss, Texas, 30 Nov.
T. Sgt. Enoch W. Stewart, Med. Dept., at Fitzsimons Gen. Hosp., Denver, Colo., 30 Nov.
M. Sgt. Assuncion M. Perez, Med. Dept., at San Juan, Puerto Rico, 30 Nov.
M. Sgt. John W. Nelson, Hq. Bat., 65th Const Art., at Ft. Winfield Scott, Calif., 30 Nov.

ORDERS TO RESERVES

Extended Active Duty with MC

Capt. Benjamin Herman Finklestein, 1 Dec., to Mitchell Fld., L. I., N. Y., until 30 June 1940.
Capt. Walter Howell Buckholts, 1 Dec., to Ft. Bliss, Texas, until 30 June 1940.
1st Lt. Ben Stein, 1 Dec., to Ft. Barrancas, Fla., until 30 June 1940.
1st Lt. Harold Jack Davidson, 1 Dec., to Ft. Leavenworth, Kan., until 30 June 1940.
1st Lt. Donald Gareth McHale, 1 Dec., to Ft. Benning, Ga., until 30 June 1940.
1st Lt. John Joseph Kamesis, 1 Dec., to Camp Jackson, S. C., until 30 June 1940.
1st Lt. Thomas Ewing Patton, 1 Dec., to Ft. Thomas, Ky., until 30 June 1940.
1st Lt. George Olin Pratt, 1 Dec., to Ft. Williams, Me., until 30 June 1940.
1st Lt. Allan Brooks Bell, 1 Dec., to Ft. Lewis, Wash., until 30 June 1940.
Capt. Joseph Lester Campbell, 4 Dec., to Camp Jackson, S. C., until 30 June 1940.
1st Lt. Frank Robert Jamison, 1 Dec., to Camp Jackson, S. C., until 30 June 1940.
1st Lt. James Frank Clark, cont'd at Hot Springs National Park, Ark., until 9 June

- 4 caliber 30 heavy machine guns, or a total of 12.
- 4 caliber 50 heavy machine guns, or a total of 8.
- 4 mortars, 60-mm., a new weapon.
- 3 scout cars, or a total of ten.
- 485 horses, or a total of 1,275.

Tentative strength of the headquarters and service troop will be 138 men. This troop now has 115 men, the addition being for the most part personnel to man the three additional scout cars. The machine gun troop will be reduced from 131 men to about 118 men, since the caliber 50's will go to the special weapons troop. Each rifle troop will have about 127 men.

This week also, further data became available on the organization of the new corps reconnaissance regiment. This unit, for the time being will retain the designation 6th Cavalry Regiment and for the time being will be organized on its present strength of 659 men. The expansion to 1,060 men and 54 officers will not take place under present plans unless Congress enlarges the Army, though the War Department has under consideration the advisability of making the expansion through other means.

Until the regiment is expanded, one of its outstanding new features, the motorcycle troop, will not be organized.

A number of "firsts" will be achieved when the reconnaissance unit is organized. It will be the first time a motorcycle troop has been organized in the U. S. Army; it will be the first time portée cavalry has ever been organized, though it was tried out years ago; it will be the first time the Army has combined both horse and mechanized troops on a sizeable scale.

The new regiment will have 68 fast new scout cars, 14 command and reconnaissance trucks, 37 two-and-one-half ton trucks, 45 semi-trailers for the portée cavalry, 138 motorcycles and 423 horses.

Reorganization of the cavalry, if the Army expands, will make the first increase in the cavalry in 20 years of intermittent post-war reductions. These reductions have been accomplished at the expense of regimental strengths since the number of regiments has not been reduced since the Army left war footing. As a result, each regiment is now so far below war strength that it is regarded as an impossibility to make it an effective M-day unit. No unit can absorb more than its own numbers of recruits and be an effective unit without a preliminary training period, and if such training has to be undertaken after M-day it will disrupt plans to use the cavalry in the Initial Protective Force.

1940.
1st Lt. Philip Morris Nabbe, 1 Dec., to Jefferson Bks., Mo., until 30 June 1940.
1st Lt. Walter Alfred Stark, 10 Dec., to Ft. Sam Houston, Texas, until 30 June 1940.
Capt. John Travis Gray, cont'd at Fitzsimons Gen. Hosp., Denver, Colo., until 14 June 1940.
1st Lt. Joseph Davis, 15 Dec., to Ft. McClellan, Ala., until 30 June 1940.
Capt. William Clarke Hartland, 10 Dec., to Chanute Fld., Ill., until 30 June 1940.

Extended Active Duty with DC

Capt. Frederick Vernon Whitman, 1 Dec., to Maxwell Fld., Ala., until 30 June 1940.
1st Lt. Jack Menefee Messner, 9 Dec., to Army Med. Center, Wash., D. C., until 30 June 1940.
1st Lt. Ralph Richard Quinn, 15 Dec., to Ft. Wadsworth, N. Y., until 30 June 1940.
1st Lt. Robert Cole Germond, 5 Dec., to Ft. Jay, N. Y., until 30 June 1940.
1st Lt. Walter Jacob Powers, 15 Dec., to Ft. Bragg, N. C., until 30 June 1940.

Extended Active Duty with VC

1st Lt. William Sylvia Gochenour, jr., 7 Dec., to Camp Joseph T. Robinson, Ark., until 30 June 1940.
Capt. Robert Nixon Earhart, 5 Dec., to Ft. Des Moines, Iowa, until 30 June 1940.

Extended Active Duty with AC

2nd Lt. Rowland Wells Hopper, 2 Dec., to Moffett Fld., Calif., until 1 Dec. 1940.
2nd Lt. Jean Dowell Gilmore, from March Fld., Calif., 7 Dec., to Tusculum, Ala.

Extended Active Duty with OD

1st Lt. Robert Wallace Grote, 1 Dec., to Ft. Sill, Okla., until 30 June 1940.
1st Lt. Lennard Charles Sorensen, 4 Dec., to Cincinnati, O., until 30 June 1940.
1st Lt. George Burling Jarrett, 1 Dec., to Aberdeen Proving Ground, Aberdeen, Md., until 30 June 1940.
2nd Lt. William Robert Eaton, 4 Dec., to

Ft. George G. Meade, Md., until 30 June 1940.
2nd Lt. Edward Schultz Adams, 4 Dec., to Cleveland, O., until 30 June 1940.
2nd Lt. Norman Elmer Schultz, 10 Dec., to Wash., D. C., until 30 June 1940.
1st Lt. Ralph David McConigley, 6 Dec., to Ft. Benning, Ga., until 30 June 1940.
1st Lt. Ralph Peterson, 3 Dec., to Watertown Arsenal, Mass., until 30 June 1940.
1st Lt. Frank Elbert Morhart, 6 Dec., to Camp Joseph T. Robinson, Ark., until 30 June 1940.

Extended Active Duty with Spsr.

Capt. William Walter Ferrier, 4 Dec., to Ft. Lewis, Wash., until 30 June 1940.

Two Weeks Active Duty Training

2nd Lt. Leonard Samuel Brooks, CWS-Res., 26 Nov., to Edgewood Arsenal, Md.
Lt. Col. Jacques Cyrus Morrell, CWS-Res., 7 Jan., to Wash., D. C.
Maj. Alford George Canar, CWS-Res., 4 Dec., to Chicago, Ill.
Following officers, AC-Res., to New York, N. Y., 4 Dec.:
Capt. George Varley Straker, Maj. William Lawrence Purcell.
Maj. James Gordon Strobridge, CE-Res., 19 Dec., to Wash., D. C.
Capt. Frank Whitehead Warburton, AC-Res., 3 Dec., to New York, N. Y.

Officer's Son Awarded Scholarship

John Newton Steele, son of Mrs. Steele and the late Capt. J. N. Steele, Cav. USA, has qualified for instruction in civil aviation course at Vanderbilt University, Tenn., where he is a member of the junior class. Steele is a member of Phi Delta Theta Fraternity at the University.

Weddings and Engagements

(Continued from Page 304)

Colonel Trippe, Class of '80 at West Point, one of the few remaining veterans of Indian Wars.

Lt. Col. and Mrs. Paul M. Crawford announce the engagement of their daughter Miss Olive Crawford to Cadet Leon Luther Clarke, jr., son of Mrs. Oscar H. Hermann, of Oroville, Calif. Miss Crawford attended Virginia Intermont College, at Bristol, Va. Cadet Clarke is a member of the class of 1940 at the United States Military Academy. The wedding will take place at West Point in June.

At a luncheon on Saturday, 18 Nov., Col. and Mrs. Paul Herman of Portland, Ore., announced the engagement of their daughter, Pauline Longfellow to Lt. John Willis Paddock, USA. They plan to be married late in December, and will reside at Ft. Scott, the Presidio, Calif.

Miss Herman was graduated from the Roberts-Beach School, Catonsville, Md., and attended Goucher College, Baltimore and was affiliated with Alpha Phi Sorority.

Lieutenant Paddock was graduated from the University of Oregon where he was a member of Theta Chi Fraternity.

Lt. Col. and Mrs. Charles Chisholm Drake of Langley Field, Va., announce the engagement of their daughter Jane to 2nd Lt. George Benjamin Greene, jr., AC, USA, son of Judge and Mrs. George Benjamin Greene of Anderson, S. C.

From Pearl Harbor, Honolulu, where Capt. Turner Foster Caldwell, USN, is captain of the Navy Yard, he and Mrs. Caldwell are announcing the marriage of their daughter, Anne Foster Caldwell to Mr. Albert Edwards Kihelner, son of Mr. and Mrs. William Stevens Kihelner of Mt. Carmel, Pa.

The ceremony took place in the Parke Memorial chapel, before an altar banked with Madonna lilies, Mexican coral vine and mulle, and lighted by white tapers, the service being read by Canon Edward S. Pennell.

Entering on her father's arm, the bride was lovely in a gown of white moire taffeta, made with fitted bodice, puffed sleeves, sweetheart neck and a full skirt ending in a long court train. A halo of taffeta with inserts of heirloom lace held her finger-tip veil and her bouquet was of bridal roses and valley lilies.

Miss Frances Capron was maid of honor, gowned in lavender crepe fashioned on lines similar to the bride's gown and she carried posies of lavender and blue as her bouquet.

Other attendants were Mrs. Bernard A. Carey, Mrs. Eric L. Barr, Miss Skipper Hill and Miss Florence White. All wore gowns of powder blue taffeta, bouffant as to cut with bustle backs, and their hats were French flower toques of roses and lavender, the same colors carried out in their bouquets.

Lt. Melvin H. Dry, USN, acted as best man and the ushers were Lt. Charles M. Henderson and Messrs. George B. Bell, John A. Anderson, Eric L. Barr, George M. Clifford and Herman A. Kessler.

A reception followed in the garden of the home of Capt. and Mrs. Caldwell, the latter welcoming their guests in a charming gown of lace, of a dusty pink shade with accessories of blue.

Leaving by plane, the young couple enjoyed two weeks in Hawaii.

The bride who arrived from the mainland with her parents early last summer studied from Miss Day's School in New Haven, Conn.

Mr. Kihelner graduated from West Point.

(Continued on Next Page)

OBITUARIES

Brig. Gen. Charles Burnett died 27 Nov. 1939, at Walter Reed General Hospital, Washington, D. C., where he had been ill since 3 Sept. 1939.

General Burnett is survived by his widow, Mrs. Frances Hawks Cameron Burnett, of Washington, D. C.

General Burnett was born at Concord, Tenn., 28 Oct. 1877. He was appointed to the United States Military Academy from Illinois 19 June

1897, and on graduation was appointed a second lieutenant of Cavalry.

General Burnett joined the 15th Cavalry at the Presidio of San Francisco, California, on 15 March 1901; and on 1 April of that year sailed for the Philippines. He served at Jimenez, Iligan and Camp Pantar, Mindanao. Later he was Aide to General J. J. Pershing at Ft. William McKinley.

General Burnett served in Tokyo where he was attached to the office of the Military Attaché for the purpose of studying the Japanese language. He served at the Presidio of San Francisco, California, as instructor in First Training Camp, to August, 1917. He was Division Inspector, 80th Division, at Camp Grant, Ill., to 22 Feb. 1918, when he was ordered to France.

Upon his arrival in France on 8 March 1918, General Burnett attended the General Staff College, at Langres, to 30 May 1918, when he joined the 15th French Division, participating in operation at Montdidier-Noyon. He then joined the 30th Division, A.E.F., and served as Operations Officer until 24 Nov. 1918, participating in the Somme Offensive and Ypres Lys Offensive. He then served as Chief of Staff, Base Section No. 1, at St. Nazaire, until 5 June 1919, where he organized the section for evacuation of troops.

He returned to the United States on 13 June 1919, and after serving on temporary duty in Washington for a month sailed for Japan, where he served as Military Attaché, to 8 Feb. 1921. Later he went to London, England, for duty as Assistant Military Attaché. While on this assignment he was adviser, American Delegation at the Naval Conference, until 25 April 1930, when he returned to the United States.

On 24 May 1937 he assumed the duties of Chief of the Bureau of Insular Affairs, at Washington, D. C. He was relieved from this assignment on 30 June 1939, at which time he also reverted to his regular rank in the Army as colonel, and detailed to serve as Executive Officer in the Office, Chief of Cavalry, Washington, D. C.

General Burnett has been awarded the Distinguished Service Medal, with the following citation: "For exceptionally meritorious and distinguished services as G-3 of the 30th Division during its operation in Belgium and northern France. Subsequent to the Armistice he functioned as Chief of Staff at Base Section No. 1 in a most creditable manner. He has rendered services of much value to the United States."

General Burnett has also been awarded the Japanese Order of the Rising Sun.

Brig. Gen. Alfred T. Smith, USA-Ret., died 27 Nov. 1939, at Walter Reed General Hospital, Washington, D. C., where he had been ill since 24 Nov. 1939.

Funeral services were held at the Fort Myer Chapel at 2:00 P. M., on Wednesday, 29 Nov. The Episcopal Service was read by Chaplain Walter B. Zimmerman. Interment was with full military honors in Section 6 of Arlington National Cemetery.

General Smith is survived by his widow, Mrs. Anne Pike Smith (granddaughter of General Albert Pike), of 1726 M Street, N. W., Washington, D. C., and a sister Mrs. Glenn H. Davis, widow of Col. Glenn H. Davis, and her daughter, Miss Justine Davis, of the Kenesaw Apartments, also of Washington, D. C.

General Smith was born in Washington, D. C., on 25 Nov. 1874, his father being Lt. Theodore Smith, U. S. Army, and his mother, Lydia Kilp Smith. After graduating from Central High School in 1894, he enlisted in the 6th United States Infantry, serving until May, 1897, when he was commissioned a second lieutenant, 12th United States Infantry.

Upon the outbreak of the Spanish American War he sailed for Cuba with his regiment where he took part in the battles of El Caney and Santiago, on 1, 2 and 3 July 1898. Later he served in operations against the insurgent army at San Fernando, Luzon. He also participated in the battle of Angeles, Luzon.

On 1 Jan. 1917, General Smith sailed for Buenos Aires, Argentina, for duty as military attaché. He returned to the United States in May, 1919, and after performing temporary duty in the Military Intelligence Division, War Department, for a short time, made an inspection tour of the Western Battle Front in Europe.

In 1931 General Smith came to Washington for duty as Assistant Chief of Staff, Military Intelligence Division, remaining there until February, 1935, when, upon completion of his tour of duty, he was assigned to command the 18th Brigade, at Boston.

On 11 May 1935, General Smith sailed for the Philippine Islands, where he was assigned to duty as Commanding General, Philippine Division, with headquarters at Ft. Wm. McKinley. Upon his return to the United States via Europe, he assumed command of the Third Division at Ft. Lewis, Washington, on 5 July 1937. He terminated this detail on 23 April 1938, and went on leave up to the date of his retirement on 31 May 1938.

General Smith has been awarded the Silver Star Citation for gallantry in action at El Caney, Cuba; and decorated by the King of Italy as Grand Officer, Order of the Crown.

Chaplain Leslie R. Groves, USA-Ret., died at his home in Altadena, Calif., on 21 Nov. 1939. He was born 22 June 1850, graduated from Hamilton College in 1881; he became a member of the Bar of the State of New York in 1884, and then graduated from Auburn Theological Seminary in 1889.

He entered the Army 30 Oct. 1896 as a Post Chaplain, was promoted to Major 25 March 1908, and was retired 6 March 1918 for disability in line of duty. He participated in the campaign in Cuba with the 8th Infantry and in the early campaigns in the Philippines and in the

Boxer Relief Expedition in China with the 14th Infantry. He served with the Artillery Corps at Fort Hancock, N. J. and with the 5th, 8th, and 12th Regiments of Cavalry at Fort Apache, Ariz.

The remainder of his service until his retirement was with the 14th Infantry in various stations throughout the West and on the Mexican border.

He is survived by two sons and one daughter, Professor Owen G. Groves, Adelphi College, Garden City, N. Y., Capt. Leslie R. Groves, Jr. (CE) G. S. C., Washington, D. C., and Gwen Groves, 969 New York Avenue, Altadena, Calif.; and by three grandchildren, Charlotte, the daughter of Professor Groves and Richard Hulbert and Gwen, the children of Captain Groves.

Births • Marriages • Deaths

(No charge for service notices in this column. Please notify promptly.)

Born

CORDINER—Born at St. Luke's Hospital, Manila, P. I., 24 Nov. 1939, to Lt. (jg) and Mrs. Douglas L. Cordiner, USN, a daughter, Cynthia Louise; granddaughter of Col. and Mrs. Douglas C. Cordiner, QMC, USA, and of Lt. Col. and Mrs. John H. Sturgeon, MC, USA.

CURRAN—Born at Station Hospital, Schofield Bks., T. H., 29 Oct. 1939, to 1st Lt. and Mrs. Robert F. Curran, Inf., USA, a daughter, Patricia.

DUPUY—Born at Station Hospital, West Point, N. Y., 27 Nov. 1939, to 2nd Lt. and Mrs. Trevor Nevitt Dupuy, FA, USA, twin sons, Trevor Nevitt Dupuy, Jr., and Richard Ernest Dupuy, 2nd; grandchildren of Maj. and Mrs. R. Ernest Dupuy, FA, USA.

HICKEY—Born in Norfolk, Va., 21 Nov. 1939, to Lt. Comdr. and Mrs. Robert F. Hickey, USN, a son.

HILL—Born at City Hospital, Columbus, Ga., 17 Nov. 1939, to Capt. and Mrs. John B. Hill, USMC, a daughter, Jane Downing.

JACKSON—Born at University Hospital, Baltimore, Md., 17 Nov. 1939, to Lt. (jg) and Mrs. Edward Frank Jackson, USN, a daughter, Ann Rawlings.

PERKINS—Born at the Norfolk Naval Hospital, Portsmouth, Va., 28 Nov. 1939, to Maj. and Mrs. Jesse L. Perkins, USMC, a daughter.

RANKIN—Born at St. Luke's Hospital, Boise, Idaho, 20 Nov. 1939, to 2nd Lt. and Mrs. Robert H. Rankin, QM-Ret., USA, a son, John Jerome.

SILLIPHANT—Born at Kapiolani Hospital, Honolulu, T. H., 9 Nov. 1939, to Lt. and Mrs. William M. Silliphant, MC, USN, a daughter, Elizabeth Ann.

WILLIERS—Born at Station Hospital, Ft. Oglethorpe, Ga., 11 Nov. 1939, to 1st Lt. and Mrs. Karl H. Willers, VC, USA, a son, Karl Robert.

WILSON—Born at Ft. Bliss, Tex., 11 Nov. 1939, to 2nd Lt. and Mrs. Arthur H. Wilson, Cav., USA, a daughter, Mary Brooks Wilson.

Married

ANDERSON-SCHOLL—Married at Walter Reed Memorial Chapel, Washington, D. C., 25 Nov. 1939, Miss Audra Louise Scholl, daughter of Lt. Col. and Mrs. Philip A. Scholl, Inf., USA-Ret., to Mr. Carl Arvid Anderson.

BLANDING-GALT—Married in Walter Reed Chapel, Wash., D. C., 29 Nov. 1939, Miss Betty Estabrooke Galt, to William Norris Blanding, son of Maj. Gen. and Mrs. Albert Hazen Blanding, Chief of the National Guard Bureau.

BRENNAN-BAUER—Married at St. John's Episcopal Church, Montgomery, Ala., 23 Nov. 1939, Miss Elizabeth Cary Bauer to Lt. (jg) Joseph A. Brennan, USCG.

BROWN-McWILLIAMS—Married at Jefferson City, Mo., 23 Nov. 1939, Miss Jennie Lind McWilliams, to Col. Fred Radford Brown, Inf., USA.

CLARK-PACULLI—Married at Ft. Ethan Allen, Vermont, 23 Nov. 1939, Miss Evelyn P. Paculli, daughter of Capt. and Mrs. Orlo C. Paculli, MC, USA, to Mr. Leroy French Clark.

CRAWFORD-WASHINGTON—Married at Christ Church, Philadelphia, Pa., 26 Nov. 1939, Miss Marie Blackburn Washington, niece of Rear Adm. and Mrs. Richard E. Byrd, USN-Ret., to Mr. John Randolph Crawford.

MARROW-CULLEY—Married at Reno, Nev., 25 Nov. 1939, Mrs. Maude T. Culley, to Col. Frank James Marrow, USA-Ret.

STANLEY-O'KEEFE—Married at Elizabeth City, N. C., 10 Nov. 1939, Miss Elizabeth Ohnstad O'Keefe, daughter of Col. and Mrs. John C. Ohnstad, CAC, USA-Ret., to 1st Lt. Joseph Bynum Stanley, AC, USA.

SWEET-BAKER—Married in the Little Church of the Roses, Chula Vista, Calif., 25 Nov. 1939, Miss Violet Ruth Baker to Ensign Arthur Burr Sweet, USNR.

WATFORD-FRIEDEL—Married in St. Andrews Church, Stillwater, Okla., 25 Nov. 1939, Miss Betty Selden Friedel, daughter of Lt. Comdr. and Mrs. Dempsey J. Friedel, USN-Ret., to Mr. Wilbur H. Watford.

Died

BRADY—Died at Walter Reed Hospital, Washington, D. C., 24 Nov. 1939, Capt. Lynn E. Brady, Inf., USA.

BURNETT—Died in Walter Reed Hospital, Washington, D. C., 27 Nov. 1939, Col. Charles Burnett, Cav., USA.

FEERICK—Died at Letterman General Hospital, Pres. of San Francisco, Calif., 22 Nov. 1939, 1st Lt. Patrick Feerick, USA-Ret.

GROVES—Died in Altadena, Calif., 21 Nov. 1939, Ch. Leslie R. Groves, USA-Ret., father of Capt. Leslie R. Groves, Jr. (CE), GSC, USA.

HOUGHTON—Died at San Diego, Calif., 21 Nov. 1939, in fall from office building, Lt. Royal Aurin Houghton, USN.

IRISH—Died at Los Angeles, Calif., 18 Nov. 1939, Mrs. Margaret Irish, mother of Mrs. Harley E. Cope, wife of Lt. Comdr. Harley E. Cope, USN.

JACKSON—Died at New York, N. Y., 21 Nov. 1939, Mrs. Jessica G. Jackson, widow of Capt. Orion Porter Jackson, USN.

LOWE—Died at Naval Hospital, San Diego, Calif., 20 Nov. 1939, Lt. (jg) William John Lowe, USN-Ret.

MALONE—Died at Georgetown University Hospital, Washington, D. C., 24 Nov. 1939, Mr. Arthur G. Malone, brother of Lt. Comdr. Ralph W. Malone, DC, USN, and father of Cadet Gordon Malone, U. S. Military Academy.

POWELL—Died at Walter Reed General Hospital, 23 Nov. 1939, Mrs. Adele Grenet Powell, widow of Col. Junius L. Powell, MC, USA.

SAAR—Died at Oakland, Calif., 28 Nov. 1939, Lt. Frank Adam Saar, (CC), USN-Ret.

SHAMHART—Died at Columbia, S. C., 17 Nov. 1939, William P. Shamhart, father of Mrs. Loren A. Wetherby, wife of Maj. Loren A. Wetherby, Inf., USA.

SILSBY—Died at Swampscott, Mass., home of son in law and daughter, Lt. Col. and Mrs. George L. Smith, Inf., USA, 15 Nov. 1939, Mrs. Carolyn Martha Silsby.

SMITH—Died at Walter Reed Hospital, Wash., D. C., 27 Nov. 1939, Brig. Gen. Alfred T. Smith, USA-Ret.

SNOW—Died in Bryn Mawr, Pa., 27 Nov. 1939, Rear Adm. Elliot Snow, USN-Ret.

STOUT—Died at Little Silver, N. J., 6 Nov. 1939, Mrs. Frederic K. Stout, wife of Mr. Frederic K. Stout; mother of Mrs. Bowerland, wife of Comdr. Herman G. Bowerland, SC, USN.

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Weddings and Engagements

(Continued from Preceding Page)

Ieyan University in Middletown, Conn., and is an Alpha Delta Phi. He has lived in Honolulu for about four years.

The engagement is announced of Mrs. Pendleton Mayo, of Washington, D. C., to Mr. Donald Jones of New York, the wedding to take place 9 Dec. at the home of Mr. and Mrs. Marshall Langhorne before a company of close friends and relatives.

Mrs. Mayo is the former wife of Comdr. Claude Mayo, USN, stationed at San Diego, Calif.

Mr. Norris Blanding, son of Maj. Gen. Albert Hazen Blanding and Mrs. Blanding on Wednesday married Miss Betty Estabrook Galt, daughter of Mr. and Mrs. Dwight Beebe Galt, the ceremony taking place at Walter Reed Chapel, the Rev. Dr. Ze Barney Phillips officiating, at eight o'clock.

A reception at the home of the bride followed.

Galilee Episcopal Church, Norfolk, Va., was the setting 15 Nov. for the marriage of Miss Frances Ahearn Manney, daughter of Col. and Mrs. Henry Newman Manney, USMC, to Camillus Albert Nash, 3d. The church was decorated with cithion ferns, Southern smilax, white chrysanthemums and lighted candles, and the wedding music was played by Mrs. Indiana Purdie, organist of the church.

The bride entered with her father, by whom she was given in marriage. She wore a Balenelago model of blush satin, made with high neckline finished with self braiding, and the long skirt with a net hoop underneath, formed a very full train. Her blush veil of illusion was arranged with an old lace cap, and she carried a prayerbook which belonged to her great-grandmother.

Miss Emily Johnston, cousin of the bride, was maid of honor. She wore a Lanvin model in flesh pink taffeta, made with shirred bodice and long sleeve bolero jacket, and very full skirt. The bridegroom had as his best man his father.

After the ceremony there was a reception at the home of the bride's parents at Virginia Beach. Later Mr. and Mrs. Nash left for a trip to Florida, and on their return will reside in the Glencove Apartments. The bride traveled in an ensemble of black woolen trimmed with beaver, with beaver hat and muff and black accessories.

Society News

(Continued from Page 304)

A merry party was held Thursday at the Army and Navy Country Club—a reunion of the members of the class of 1918 at the Naval Academy who are now living in Washington and nearby Arlington, Va. The class on duty at Annapolis were also guests. The committee in charge numbered Comdr. A. M. Bledsoe, Comdr. C. D. Leddler and Comdr. J. M. Haines.

Col. and Mrs. Lewis Hays Watkins, stationed at Jacksonville, Fla., have been guests of Mr. and Mrs. Thomas Armat in Washington, D. C., and were in New York and today they will be at the Army-Navy Game in Philadelphia, from where Colonel Watkins will return to Florida and Mrs. Watkins will return to Washington for another visit.

Comdr. and Mrs. Carl F. Holden and Capt. and Mrs. Paul Seleen of Arlington are Service folk taking in the game in Philadelphia today.

Miss Betty Stickman, daughter of Maj. and Mrs. William R. Stickman of Ft. McDowell, Calif., has left for Ft. Slocum, New York, where she will participate in the wedding of Miss Virginia Goodwin and 2nd Lt. Broomfield, 28 December.

Col. and Mrs. Rodney Smith, now stationed in Boston, gave a large reception at their home in Wellesley Hills on Friday, 24 November in honor of Miss Lucy Worthington of Dedham, Mass., the fiancée of Maj. Robert T. Chaplin, CAC.

Miss Judy Cole entertained the Baltimore Chapter, Daughters of the U. S. Army with a tea on Saturday 18 November at her home 6 Englewood Road, Roland Park. The tea was followed by a business meeting and was well attended.

Lt. Comdr. and Mrs. W. S. Price of Norfolk, Virginia; Lt. R. A. Hewitt and Mrs. Hewitt of Ft. Benning, Georgia, and Lt. and Mrs. T. C. Jones, of Front Royal, Virginia, were recent guests at the Martinique in Washington.

Comdr. Wesley M. Hague of Portsmouth, Va., is stopping at the Martinique in Washington, D. C.

The U. S. Military Mission to the Republic of Colombia gave a luncheon at the Anglo-American Club in Bogota, Colombia, in honor of the Minister of War, The American Ambassador, the Chief of Staff and ranking officers of the Ministry of War on Wednesday, 8 Nov. 1939.

Among those present were: Capt. Frederic E. Glantzberg, AC; Maj. Zapata, Colombian Quartermaster; Col. John W. Lang, Infantry, Chief of Mission; Ambassador Braden; Minister of War José J. Martinez Castro; Gen. Luis Acevedo, Chief of Staff; Maj. Brisbane H. Brown, QMC; Capt. Wallace E. Whitson, Air Corps.

The War at Sea

(Continued from Page 295)

rapidly on the doomed ship, the Emden, as well as the Deutschland participated in her destruction, firing 5.9 inch guns. The Rawalpindi replied with 6-inch guns, but because the crew made up of reserves, and merchant sailors, and because hit so effectively, she did no damage so far as known. The 11-inch guns of the Deutschland are of the bell mouthed type and fire streamlined projectiles weighing 670 pounds. The projectiles of the 5.9-inch gun weigh 100 pounds each.

As more than a week has passed since the engagement off the southeast of Iceland, it is apparent the Deutschland and her consort either have resumed their raiding operations, or are awaiting an opportunity to slip back into the Baltic Sea. Had they arrived home, the Berlin

Admiralty would have proclaimed the fact as proof that the British blockade is not in fact effective, as it has been repeatedly alleging. It is to be assumed that following the receipt of wireless notification from the Rawalpindi that she had sighted the Deutschland, which is evidenced by the quick appearance of a British cruiser and British auxiliary at the scene of action, the British Fleet threw a line of scouts from the North of Scotland to Norway, thereby closing that ingress for the enemy ships. It is to be assumed also that the Fleet dispatched scouts with airplanes to the west of Iceland. Tempestuous weather and darkness enabled the Deutschland and Emden to escape after sinking the Rawalpindi, and the heavy weather and long nights of the Arctic make difficult her discovery. But if she can be contained in the Arctic, eventually she will be forced to seek refuge at Murmansk or attempt to break through the Skaggerack.

Admiral Jellicoe insisted at the London conference a dozen years ago that cruisers were the need of the British Fleet. The chase of the Deutschland confirm his attitude. It is a lesson also which our Navy should take to heart.

The War on Land

(Continued from Page 295)

ports from the valiant little country. These imports, which last year amounted to \$76,399,000 are 90 per cent lumber and lumber products, consisting largely of mine timbers, boards, boxes, pulp, and paper. In addition Finland contributed to the United Kingdom with butter and eggs and some minerals. The United States, too, imported lumber products from Finland, but not to the extent England did for our imports last year totaled only \$16,684,000, comprising largely wood pulp, news print and paper, with some cheese, cobalt, and granite.

How far Stalin will go in subjugating the Finns is problematical. It should be recalled that Finland was never an integral part of old Russia. True, it was a Grand Duchy of the Russian Empire, but as such she maintained a large degree of independence and self-government.

On the Western front action was, if anything, even less than in previous

weeks, for the rivers have become swollen and the mud, so familiar to American veterans of the AEF, has become worse and large areas rendered swampy. There continue to be reports of scouting parties from both sides, but little of any consequence.

"News Is Where You Find It"

In his usual fascinating style, Frederick William Wile, the gifted journalist and radio commentator, has written "News is where you find it" (The Bobbs Merrill Company), and thereby has thrown a searchlight upon many dark spots in the history of forty years of personal experiences. With avid interest one follows the trail of his life from the then small town of La Porte, Indiana, to Chicago, where he realized his ambition to be a reporter, thence to England and to Germany, back again to England, and now to Washington, where he is the editorial writer on Foreign Affairs and columnist for the Evening Star, and the leading political commentator for the Columbia Broadcasting system. That trail passed through the America of the dying nineteenth century, the phlegmatic England and the preparing Germany of the Kaiser, the wreckage of the World War, the Washington of the past two decades and the opening phase of the present European war. With deft brush he has painted the pre-Capone Chicago, the England of the Boer War times, the Berlin on the eve of and at the commencement of Armageddon, the Peace Conference which gave birth to the Versailles Treaty, the surrender of the German Fleet, to which, by direction of the British Commander he transmitted an abusive message to keep their formation, and the Washington of our times. For us he gives also intimate pictures of Presidents and rulers and other leaders in government, diplomacy, politics, economics, science, music, art, and, of special interest to the Services, Pershing, Sims, Ely and their associates of the Army and the Navy. It is not generally known that Mr. Wile performed special service for the AEF in England, for which he was rewarded with a Major's commission in the Reserve Corps, and that today he holds a commis-

(Continued on Next Page)

SCHOOL DIRECTORY

The Schools listed below are effectively equipped to care for the educational and recreational needs of the children of members of the services and this Directory is recognized as an authentic and reliable aid to service parents in solving the problem of child education. For details as to the Schools listed in this Directory, address them directly, or communicate with the Army and Navy Journal Department of Education.

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No Navy Promotion Changes

A recommendation that no major changes be made in the Navy's promotion system "for the next several years" is contained in the annual report of Rear Adm. Chester W. Nimitz, USN, chief of the Bureau of Navigation, made public this week. The Admiral also made strong recommendations for pay revision along the lines recommended by the Sadler Board, similar to the recommendations included in Acting Secretary Edison's report.

"Selection of officers for promotion, their promotion, and the transfer of officers to the retired list," Admiral Nimitz says in his report to the Secretary, "have been in accordance with the provisions of the Act of 23 June 1938, which materially change the promotion system over that existing previously. The fiscal year 1939 is the first year the provisions of the Act have been in force, and it is felt that, although there are a few minor changes which appear to be desirable, no radical changes should be made for the next several years to permit full advantage to be gained from the provisions of the Act.

"The above Act authorized an increase in the total authorized number of commissioned officers of the active list of the line of the Navy to equal 5 1/2 per cent of the total authorized enlisted strength of the active list. At the present rate of expansion based entirely upon graduates from the Naval Academy the authorized number of officers, 7562, will not be reached until about 1950. Because of the fact that promotion problems are introduced by fluctuations in the number of graduates from the Naval Academy, the Bureau has been willing to accept the slower expansion of the four-appointment basis in determining the number of midshipmen at the Naval Academy rather than recommend an increase to five appointments. Accordingly, it is recommended that the number of midshipmen be maintained on the four-appointment basis."

Earlier in his report, in speaking of the increased need for officers because of the retention of old vessels in commission and the commissioning of new vessels, Admiral Nimitz states that "It was anticipated that the above situation would have been relieved somewhat by the functioning of the Act of 23 June 1938, which made important changes in the basic promotion law for the line of the Navy. Percentage limitations in the retention of officers who were designated by selection boards as fitted, resulted in an increase of but nine officers over the number which would have been available under the promotion laws in effect prior to 23 June 1938."

Excerpts from Admiral Nimitz's report follow:

Distribution of Officers

"The demand for additional officers, afloat, due to expansion of the Navy—commissioning of new vessels, and ashore, incident to the current building program, has taxed the facilities of the Bureau in the distribution of officers. As has been the case in past years the Fleet has received first consideration in regard to officer assignments in order that there may be no impairment of the present high state of training and efficiency of the Fleet. As new ships are added to the Fleet each year it is expected that the ratio of numbers of billets to the numbers of officers available will continue to show a more and more unsatisfactory situation. Upon completion of the current building program the ratio will, however, stabilize, provided there are no great changes in the current personnel laws.

"The employment of aviation cadets has continued to relieve the demand for officer pilots, but in view of the current expansion of the Aeronautical forces of the Navy the situation remains acute.

Promotions of Enlisted Men

"The same system of conducting competitive examinations for advancement to chief petty officer, acting appointment, continued in force through the fiscal year 1939 that was in effect during the previous year of 1938. This system seems satisfactory.

"The rate of sailmaker's mate was abolished on 30 June 1939. All sailmaker's mates were required to change their rating to the corresponding pay grade of boatswain's mate or coxswain. The revised qualifications of boatswain's mates and coxswains include canvas work.

"No advancements in the ratings of aviation carpenter's mate were permitted during the past year with the end in view of the

eventual abolishment of this rate, because of the obsolescence of wood in aircraft. On 30 June 1939, there remained 83 aviation carpenter's mates below the rating of chief petty officer. These men are permitted to change their rate to aviation metalsmith or carpenter's mate, as they qualify.

"Boilermakers, first class, are now authorized to compete in the written examination for chief water tender, acting appointment, provided they are fully qualified for the duties of chief water tender. This change was instituted because of the similarity of the duties of the ratings of boilermaker and water tender, and because of stagnation in the advancement of boilermakers, first class, to chief petty officer.

"A six months' waiting list has been established for advancement to pay grades two, three and four in the Fleet. The quarterly examinations formerly held created an administrative burden on the Fleet and frequently interfered with operating schedules.

"The limiting date for computation of service in the rating of first class petty officer was advanced from 31 December to 31 March. This was done to permit as many first class petty officers as possible to compete for the coming chief petty officer examinations to be held 1 December 1939, without reducing the requirement of 1 year's sea duty and 3 years' service in rating. This was necessitated by the cessation of advancements for the second and third quarters of the calendar year 1937 and greatly diminished advancements in the other quarters of that year.

General Drum to Receive Medal

Lt. Gen. Hugh A. Drum, commander of the First Army, will be awarded the distinguished service medal of the American Defense Society at a dinner to be held in his honor at the Hotel Commodore in New York, 5 Dec.

The medal will be presented to General Drum "as a tribute to his outstanding contribution to the cause of national defense, and to his continued service to the cause of preparedness."

At the dinner, Rear Adm. Clark H. Woodward will also receive the Atlantic Fleet Trophy Cup for excellence in gunnery on behalf of the battleship Tennessee, now operating in the Pacific.

"News Is Where You Find It"

(Continued from Preceding Page)

sion of Lieutenant Colonel in that Corps. So absorbing are the reminiscences of Col. Wile, so graphic is his description of men and events, that to select any incident that is outstanding would be impossible. It is due to the work he has produced to say that reading it one is struck with the important part the author has played in national and international affairs, either as a reporter and commentator or actor. The historian will welcome the book because of the light it throws on the character and motives of the men and women he contacted in his adventurous career. We unhesitatingly commend "News is where you find it" for its entertainment as well as instruction. It has a place in the library of everyone who wants to know the world of the past forty years as seen through the eyes of a keen and interested reporter, whose fundamental instinct has been to get the facts and to repeat them in the atmosphere of their occurrence.

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FINANCE

Financial Digest

Congress is shuddering at the prospect that it will have to increase the National Debt limit or raise taxes. Either alternative will disturb the electorate, and the members who will be candidates for re-election next November, are seeking a solution which will not place them on the political defensive. Unfortunately, in their view, the President has said that one or the other must be done. To make the dose somewhat palatable, he announced he would submit two budgets. One will contain the regular estimates for the support of the several departments and agencies, and the other estimates for the enlargement of National Defense. By this method, the President will take advantage of the overwhelming sentiment for the increase of the Services, and it is assumed will urge a tax bill which will raise additional money solely for this need. Critics of the Administration insist he is not so much interested in getting the half a billion he is talking about for the Services as he is in augmenting the government's revenues so that there will be a substantial reduction in the deficit next June and in the year following. In other words the defense tax will be turned into the Treasury and used to defray general expenses, a prospect that has had precedents during the Roosevelt regime.

All government reports show that rising industrial activity has brought about a further substantial gain in employment, and it is estimated that some 700,000 workers have been added to industrial pay rolls since last July. The total employment now has reached the highest level since December, 1937. Our industrial production is topping that of 1929. Yet the WPA estimates there are still 9,000,000 unemployed, and it has no expectation that war trade will do away with unemployment. In view of this figure, it is insisted there can be no reduction in the relief appropriation for the next fiscal year. Reports are current that the President will lop off half a billion dollars from this appropriation. Certainly that will be the attempt of Congress, which then will argue that the saving can be used for National Defense improvement. In this fashion, Congress hopes to avoid any increase in the debt limit or the imposition of more taxes.

The Treasury reports oversubscription of the half billion 2 per cent bond issue. However, it is realized that the banks are becoming heavily loaded with government paper, and it was in part to relieve them that the President joined with the Secretary of the Treasury in urging small investors to place their capital in the latest securities. Lack of new investment in private industry and rise in interest rates are playing a part in the present doldrums in which the stock market finds itself, although largely contributing also are the developments of the war in Europe and their effect upon our foreign trade.

Status of Promotion

ARMY PROMOTION STATUS

Promotions and Vacancies on the Promotion List (Cumulative) Since 24 Nov. 1939

Last promotion to the grade of Col.—Xavier F. Blauvelt, Inf., No. 113. Vacancies—None. Senior Lt. Col.—Frank D. Lackland, AC, No. 114.

Last promotion to the grade of Lt. Col.—Ross O. Baldwin, GSC (Inf.), No. 187. Vacancies—None. Senior Major—James A. Killian, Cav., No. 188.

Last promotion to the grade of Major—John E. McCammon, Inf., No. 419. Vacancies—None. Senior Capt.—Winfield S. Hamlin, AC, No. 420.

Last promotion to the grade of Capt.—James A. Ronin, AC, No. 340.

Last promotion to the grade of 1st Lt.—Ralph MacK, Kellogg, AC, No. 310.

Non-Promotion List

Lt. Col. Christian W. Greenlee, VC, promoted to colonel. Lt. Col. William H. Houston, VC, promoted to colonel. 1st Lt. Don L. Deane, VC, promoted to captain. Chaplain Alexander D. Sutherland (Lt. Col.), USA,

promoted to chaplain with the rank of colonel.

Warrant Officers

Pfc. Roland J. Dufresne, appointed Warrant Officer, Assistant Engineer, AMPS. W. O. William J. McCartney, retired 30 Nov.

W. O. Raymond L. Percy, retired 30 Nov. W. O. John A. Perkins, retired 30 Nov.

Note: Lt. Col. John A. Smith, JAGD, No. 107, physically disqualified for promotion. Will retire 31 Dec., as a colonel.

Merchant Marine

Two new pictures were afforded in the shipping world this week. One was that the Allies had definitely not driven German commerce raiders from the sea, for shipping losses which until last week had been decreasing since start of the war, this week hit a new high.

The other was the spectacle of an America, appalled by shipping losses, expressing new determination to make the neutrality act—harsh as it is on American shipping—workable. For it is not so harsh as submerged mines which do not discriminate between neutral and belligerent ships.

This week also the British marine underwriters removed the special insurance rates American vessels had enjoyed over all other neutrals and, in practically all trades, applied the same rates as those assessed other neutral vessels.

A scattering flow of applications for foreign registry of small vessels continued to trickle into the Maritime Commission offices, one of which was for sale of the 2,647-ton Santa Isabel to Norway. She was built in 1920 and has been laid up at Baltimore since 1930.

Many American Operators Safe

American ship owners have made remarkable progress in reallocating ships to other trade routes. This is due in large part to the staggering toll of Allied losses, causing more and more of their vessels to be withdrawn from services not directly to their shores. Should the war continue—and the United States stay out—neutrality act notwithstanding, she should become one of the foremost maritime powers in the world. Nevertheless, it was reported that 92 ships of 562,076 tons—a third of America's foreign marine, was idle in port this week.

Another contributing factor to the ship owners' ability to withstand curtailments of service occasioned by the neutrality act, is the recent disclosure that Americans have owned and do own nearly as many foreign vessels as they do American ships.

Thirty-two American lines during 1938 operated 220 foreign vessels, registered in 14 countries including Britain and France, and Scandinavian, Latin American and European neutral countries.

From 1 Jan. 1939 to 30 June 1939 they operated 183 foreign ships, and the end of the year will probably see about the same number operated as were last year.

In addition 199 tankers and 72 dry cargo ships in 1938 were owned or controlled by foreign corporations which in turn were owned by American interests.

In other words, Americans operated about as many foreign vessels in the foreign trade at varying times during the year as they did ships of American registry.

Navy officers who want a modern merchant marine for national defense and Maritime Commission officials anxious to create a new, fast American flag marine may now calculate how many new vessels of the 500 to be built could be easily disposed of if these foreign vessels were to be replaced by new American-built and manned tonnage.

Shipping Losses

PILSUDSKI, British (ex-Pollak), 14,494 tons, sunk off N. W. English coast; 7 lost, 171 saved; torpedoed or mined.

RAWALPINDI, 10,697-ton armed British merchant cruiser. All but 17 of 300 aboard lost. Shelled by Deutschland.

GUSTAF E. REUTER, Swedish, 6,336 tons, mined, 19 saved.

British pilot boat struck mine in Mersey River, 20 lost.

HOOKWOOD, British, 1,337 tons, mined, two missing.

WILLIAM HUMPHRIES, British trawler,

shelled by sub, 13 missing.

DRYBURGH, British, 1,289 tons, mined.

BORDEFIELD, British, mined.

USKMOUTH, British, 2,483 tons, three lost.

SPAARNDAM, Dutch, mined, five killed.

BORKUM, German, 3,670 tons, destroyed by sub after capture by British.

NORTHBOUND, German, 300-ton trawler, mined.

ROYSTON GRANGE, British, 5,144 tons, crew saved.

HELENA, Swiss, mined.

IONIAN, British, mined.

RUBISLAW, British, 1,023 tons, 13 lost, four injured.

Medical Schools' Graduates

The graduation exercises of the 1939 session of the Basic Graduate Class of the Medical Department Service Schools was held in the Sternberg Auditorium, Army Medical Center, at 11:00 o'clock, Thursday morning, 30 Nov. 1939.

The program consisted of: Invocation by Chaplain Alfred C. Oliver, Jr.; Address by Dr. Walter A. Bloedorn, Dean, The Medical School, George Washington University; Presentation of diplomas by Brig. Gen. Wallace DeWitt, Medical Department, Commandant; Presentation of the Hoff and Sternberg Medals by Col. Joseph F. Siler, U. S. A., Ret., and the Hoskins Medal by Col. Raymond A. Kelsner, VC; Benediction by Chaplain William J. Walsh; Musical Program by the Army Band Orchestra.

The winners of the medals were as follows:

Army Medical School—Hoff Medal, 1st Lt. Herbert D. Edger, MC, and Sternberg Medal, Capt. Arnold L. Ahnfeldt, MC.

Army Veterinary School—Hoskins Medal, Capt. Don L. Deane, VC.

Following is a list of the graduates:

ARMY MEDICAL SCHOOL

Capt. A. L. Ahnfeldt
1st Lt. R. T. Artman
Capt. R. L. Bohannon
1st Lt. E. E. Baird
1st Lt. J. A. Booth
1st Lt. J. Brancato
1st Lt. R. H. Bunshaw
1st Lt. J. T. Caples
1st Lt. M. A. Compton
1st Lt. A. S. D'Amore
1st Lt. C. D. Dangerfield
1st Lt. R. McA. Davis
Capt. D. F. Dullum
1st Lt. F. C. Eaton
1st Lt. H. D. Edger
1st Lt. H. T. Elders
1st Lt. M. F. Eyerman
1st Lt. J. T. Fielding
1st Lt. E. LaM. Giann
1st Lt. F. W. Govern
Capt. K. R. Hagen
1st Lt. E. W. Hakala
Capt. C. F. Haughey
1st Lt. R. S. Higdon
1st Lt. F. E. Hull
1st Lt. O. R. Jensen
1st Lt. F. J. Knoblauch
1st Lt. R. B. Lewis
1st Lt. J. W. Linfesty

Capt. J. P. Linsman
1st Lt. P. W. Mallory
1st Lt. E. M. Martin
1st Lt. J. F. Morehead
1st Lt. E. M. Nielsen
Capt. H. R. Osheroff
Capt. J. P. Pappas
Capt. R. M. Patterson
Capt. J. J. Pelosi
Capt. L. K. Pohl
1st Lt. W. D. Preston
1st Lt. G. A. Rader
1st Lt. R. W. Robinson
Capt. J. M. Rom
Capt. A. F. Scheele
Capt. H. A. Schulze
Capt. J. P. Scott
1st Lt. M. L. Sheppeck
1st Lt. J. W. Simpson
1st Lt. J. J. Snyder
1st Lt. F. G. Stephens
1st Lt. W. E. Strozier
1st Lt. A. P. Thom 3d
Capt. F. W. Threadgill
1st Lt. W. H. Vaughan Jr.

1st Lt. J. H. Voegtly
1st Lt. A. W. de los Reyes

1st Lt. L. D. Martinez

ARMY VETERINARY SCHOOL

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Capt. W. F. Collins
Capt. D. L. Deane

Capt. B. F. Leach
Capt. W. Smit

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Navy Engineering Progress

Advancements and improvements in marine engineering which have resulted in more effective vessels for the Navy are discussed in the annual report of Rear Adm. Harold G. Bowen, USN, as Chief of the Bureau of Engineering, made public this week. Admiral Bowen was chief of the bureau and senior officer in the bureau for the period covered by the report. Rear Adm. Samuel M. Robinson, USN, is now chief of the bureau of engineering.

Admiral Bowen also recommended that the number of EDO officers be increased. "The need for increased numbers of officers designated for Engineering Duty Only," he said, "was mentioned in the last annual report, and is repeated here. Correspondence containing specific recommendations in the premises was forwarded during the year, but action thereon has not been received. This is a matter which vitally concerns the Navy's future with respect to engineering."

The report also revealed that for the first time in 30 years the Navy now is able to obtain accurate detailed cost records of new vessels. Admiral Bowen said that the Coordinator of Shipbuilding (at that time Assistant Secretary Edison) directed an administrative division of shipbuilding funds between the Bureau of Construction and Repair and the Bureau of Engineering with separate records and accounts. "As a result," he states, "it will be possible for the first time in about 30 years to obtain accurate detailed cost records of new vessels. Such records will be available for all vessels of the 1938 and subsequent programs plus the two 1937 battleships."

Excerpts from Admiral Bowen's report follow:

New Ships

"The new ships of various types which have joined the Fleet embody the many advances and improvements made in the field of marine engineering which have resulted in more effective vessels. These improvements represent a bold step forward in the face of conservatism, trepidation, and no little opposition. Particular reference is made to the adoption of high pressure, high temperature steam condition for steam propelled vessels of the Navy. The present standard steam condition for new construction in the Navy is 600 lbs. per square inch pressure, and 850° F. temperature.

"It has been recognized for generations that we could reduce the size of our machinery and increase its efficiency if we could

(Continued on Next Page)

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Navy Engineering Progress

(Continued from Preceding Page)

increase the pressure and the temperature of the steam. Such increases, however, had to await advances in metallurgy in order to withstand high pressure, high temperature conditions.

"The Navy did not make the step to the present steam conditions in one leap, but has advanced in a series of conservative steps, raising pressures from 200 to 300 to 400 to 500, and then to 600 pounds, and increasing the superheat gradually. In fact, the last change was only from 600 pounds, 700° F., to 600 pounds, 850° F. These steps have lagged behind commercial practice ashore where 1200 pounds and 950° F. is not at all unusual for new installations.

"It is apparently no more difficult to train men to operate the new plants, than it was to train them to operate the old ones. On recent trials of a destroyer, operating at 600 pounds, 850° F., one of the outstanding comments of all observers was the smooth ease with which the crew operated that installation and controlled the temperature. In fact, when it was desired to drop the temperature suddenly on backing, it was changed from 550° F. to 700° F. in 10 seconds with no trouble.

Reliability

"The new machinery has been of equal or greater reliability than the old type machinery. This might have been expected, as factors of safety have been maintained or even increased, and the general design of high speed turbines with small, comparatively short rotors, is more rugged. Service with the Fleet, of course, is fairly limited, but reports to date indicate that as to reliability and maintenance, the new machinery is equal or superior to the old.

"Taking any given ship and operating its machinery under two sets of steam conditions, gives some indication of the relative merits of the two steam conditions, but it is not as clear cut as might be expected. This is for two reasons. The high pressure, high temperature steam goes only to the main propulsion turbines with the possible exception of turbo-generators in some cases. The result is that at very low powers, say below 5% of full power, the auxiliaries are taking such a large proportion of the total power generated, that the effect of the high pressure, high temperature steam in the main turbines is masked. Moreover, all turbines at very low powers, for example below 5% of full power, are relatively inefficient and do not reflect much change due to steam conditions. Nevertheless, at high powers, where the auxiliaries are not taking such a large proportion of power generated, and the main turbines are able to take advantage of improved steam conditions, the improvement is shown very clearly.

"Two typical examples of such tests were the ones of a cruiser, and of a destroyer. Trials of the cruiser were run with saturated steam and then repeated at the same pressure, but with the steam temperature raised about 200°. At very low powers, below 5%, there was no appreciable difference in overall fuel consumption between the two conditions, but at high powers, for example, 60,000 shaft horsepower, the higher steam condition made a saving of 12.2% in the fuel consumption for the ship as a whole.

"The destroyer was tested on two steam conditions, namely, 600 pounds pressure in both cases, but 700° F. temperature in one and 850° F. in the other. Again at very low powers, below 5%, the overall fuel consumption showed very little improvement, but on operating at full power, a saving of over 14% was effected. In fact, under the higher steam condition, the ship actually developed about 10,000 more horsepower than designed at the lower steam condition. This extra 10,000 horsepower would mean that the ship could maintain its battle speed with very much more fouling than would be possible at the lower steam condition.

"A better comparison of the effect of changing machinery and steam conditions is indicated when we consider what would happen if we put the complete machinery from one existing ship into another hull. For example, the machinery of either of a certain two of our new destroyers could supply the power of a certain one of our cruisers, which, though new did not have such advanced machinery design. The trial data of both the cruiser and the destroyers indicate clearly that if we should put destroyer type machinery in the cruiser we could save 18% in cubic feet of space and 29% in the machinery weights, while making a gain in economy of 13% at full power, increasing to 28% at 10 knots. Moreover, such data as are available indicate that the destroyer machinery is more reliable.

"In short, as we have advanced steam conditions we have developed machinery which is not only more economical, but is also more reliable and just as easy, or even easier, to operate, maintain, and protect in battle. The advances to these conditions

Early Service Football Teams



In 1896, the above stalwarts represented the United States Military Academy on the gridiron. Standing, from left to right, are Roberts, Gilmore, C. B. Humphrey, W. D. Conner, Abernathy and Hall. Kneeling, from left to right, are Frissell, Craig, Burt and Seales. Sitting from left to right, are A. E. Williams, Morgan, Savage, Romeyn, E. H. Humphrey, Nesbit and Waldron. This eleven was captained by W. D. Conner, and won 3, lost 2 and tied one in games played.



One of the Navy's early football squads, the team of 1894. In the center, seated, is Joseph M. Reeves, wearing the first football head-gear ever devised. It was designed by him and "made of mole skin and fashioned by a well known lady of Annapolis." In the picture above, left to right, are, standing, Spear, Webster, Moody and Lyon. Sitting, England, James, Reeves, Kavanaugh and Gelm. Sitting on the ground are, Scott, Winston-Churchill (the novelist) and Bookwalter.

have been by short, conservative, well tested steps, and the Navy has gained thereby.

Submarine Engines

"In submarine propelling machinery, much progress has been made in perfecting light weight, high speed Diesel engines which can give an assurance of reliable operation. Design defects have been overcome and resulting performances have been gratifying.

"In 1931, a survey of the situation indicated that the main propulsion plants of submarines were unsatisfactory in that—

"(a) We were dependent upon foreign designs of engines;

"(b) Such engines as we were using were being constructed in navy yards whose facilities could not be expanded to take care of a construction program of any magnitude;

"(c) The actual engines themselves were subject to deficiencies in design and construction which could only be eliminated by extensive building of these particular engines;

"(d) The engines were extremely expensive;

"(e) The mechanical connection of engines to the propelling shaft resulted in major restricted speed hands due to torsional vibrations.

"In an effort to utilize an engine, the production of which could be of immediate interest to manufacturers, the Bureau revised its whole conception of submarine drive to use electric propulsion for surface as well

as submerged operations. In order to offset the additional weight required for the electric motors and controls, and still to equal the machinery weight and space characteristics of the latest submarines then under construction with engines of foreign design, it became necessary to provide a main propelling engine having a weight per horsepower of about 20 pounds or less. Engines in commercial production in this country at that time were normally about 100 pounds per horsepower or more.

Experimental Program

"As the result of an experimental program initiated by the Bureau, one such engine was obtained and the construction of four submarines, using this type of power, was undertaken. During the next year when it became apparent that a submarine construction program of some proportions was in prospect, two other firms built engines and passed type approval tests. These three designs with slight modifications have provided the main propulsion engines for all submarines since the Porpoise Class.

"As might have been expected with the radical departure from previous types of engine construction and with the necessity for going into production as soon as the engines had passed preliminary tests, certain design defects developed during the first year in operation of the main engine designs. The third design has been unusually trouble free

for an engineering plant of any type.

"One design was manufactured from plans representing a foreign design. Tests and early operations of these engines indicated numerous features which were not up to the required standard.

"The combined resources of the manufacturer, the Bureau of Engineering, and the personnel operating the submarines have been devoted to the devising and testing of constructive design modifications for these engines. It is gratifying to report today that in the several submarines, in which the corrective measures have been installed long enough for some operating tests to be conducted, there is conclusive evidence to the effect that the major faults have been eliminated and that satisfactory operation of these units in the future can be expected.

"The very satisfactory operation of all of the above submarines has served to prove the soundness of the original conception of the power plant design. The complete propelling machinery is now purchased for about one-half the cost per horsepower of previous designs. The deficiencies above discussed, and which may be expected in any new development, have further accentuated the soundness of the multiple engine electric drive submarines. These submarines have demonstrated during Fleet exercises their ability to out perform on three engines any previous class of submarines with all engines available. Further refinements of design are continually being studied with a view to lightening the maintenance load on personnel rather than to improve materially the present performance of the ships.

Condition of the Fleet

"The material condition of the engineering installation in all vessels in full commission continues to be satisfactory.

"Repair facilities afloat are being operated efficiently but are inadequate to handle the load imposed by increase in numbers, size, and power of vessels operating in the U. S. Fleet. This situation may become acute during the coming year. Repair facilities afloat should be considered for the Atlantic Squadron particularly if that Squadron is to be augmented by additional vessels.

Progress of New Construction

"During the 1939 Fiscal Year the progress of Naval shipbuilding has been much improved. The many causes, which in the past had brought about serious delays to the shipbuilding program, have now been either eliminated or greatly minimized. Some vessels have been completed ahead of time, and it has been possible to reduce the length of the building period in the case of vessels recently contracted for.

"Effective cooperation between Bureaus and between Bureau and building yards under the supervision of the Coordinator of Shipbuilding (Assistant Secretary of the Navy) has been of great value in avoiding or eliminating delays to shipbuilding and in enabling the reduction in building periods of newer vessels. One instance of the above supervision may be cited as that of the present policy on changes to vessels under construction. In carrying out the above the Bureau of Engineering has formed a Change Board to pass on proposed engineering changes; as a result the number and extent of changes have been considerably reduced to the great advantage of speedier ship construction.

"The navy yards have made much greater use of the Bureau's progress facilities during the past year than in any previous year since the building program began, which has resulted in considerably expediting material deliveries. Individual navy yards are now submitting their own erection schedules on various types of vessels building, which are coordinated into master schedules where desirable.

"Close cooperation has been maintained between the Assistant Secretary's Office (Coordinator of Shipbuilding) and the Bureau's Progress Section, special progress reports and data being interchanged in addition to the confidential tri-Bureau Progress Report and monthly progress curves.

"Studies of prospective design load were prepared early in the year, based upon the predicted shipbuilding load. As a result of these studies the Bureau rapidly increased its civilian personnel in order to handle the greater volume of plans, correspondence, contracts and specifications caused by the shipbuilding program. The present survey indicates a peak load in personnel requirements about 1 July, 1941, after which there will be a uniform load for approximately one and a half years followed by a gradual decline.

"A considerable satisfaction attaches to the making of engineering estimates for new vessels. The method of estimates used has given very accurate results, those for the year just completed differing by less than five percent from the bids offered. Part of the accuracy has been due to the use of locally developed methods which have reflected very accurately the present shipbuilding wage trends, material and equipment cost trends. Wages are showing a slow steady rise while material has been holding a constant level for several months."



THE HON. H. H. WOODRING
Secretary of War

whose message on today's game follows:

"The traditional football rivalry between the United States Military and Naval Academies culminates in one of the most colorful sports events of the nation.

"However, this game between the future officers of the two armed services has a far greater value than that of demonstrating which academy has the better team. The game serves to bring together in a spirit of clean sportsmanship and friendly rivalry a large number of officers of both services and does much to engender that fine spirit of cooperation which characterizes the everyday work of our national defense forces in the solution of their common problems.

"May the best team win!"

Naval Aeronautics

A "well considered and comprehensive experimental program" to forestall our falling behind other countries is recommended by Rear Adm. John H. Towers, USN, in his annual report as Chief of the Bureau of Aeronautics, made public this year.

"It is the opinion of the Bureau of Aeronautics," Admiral Towers said, "that additional appropriations should be acquired for the active pursuit of experimentation if satisfactory progress in development work is to continue and the United States aircraft are to keep abreast of European trends and advances."

Concerning lighter-than-air the report makes no specific recommendations as to dirigibles, but does include in its recommendations the following: "Pursue a moderate airship building program and continue training personnel in non-rigid airships; amend the law in such manner as to allow qualification of naval aviators (airship) in the basis of non-rigid airship experience."

Excerpts from Admiral Towers' report follow:

"In general, the aircraft program, resulting from the requirements of the treaty Navy, was completed with the past year's procurement. A definite, orderly plan has been established to provide airplanes and to train aviation personnel for the increased Navy authorized by the Naval Expansion Act. The first increment of this expansion will occur during the fiscal year 1940.

"Existing shore facilities to support the operating aircraft are being developed gradually and in an orderly manner, dependent upon funds available.

"The need for additional naval aviation facilities on the East Coast, in the Alaskan Area, and in the mid-Pacific Islands, continues to be pressing. However, this need was recognized by the Hopburn Board and, as a result thereof, the 76th Congress, 1st Session, authorized the expenditure of funds for the establishment of new facilities and stations, as well as for the expansion of certain established stations. This construction program, when realized, will provide aviation facilities in outlying strategic areas, as well as on both continental coasts for increased support of the Fleet.

"The operation of patrol planes attached to

Army Generals Confer in Washington



Army officers who participated in conference of Army and Corps Area Commanders, Thursday, 30 Nov. 1939, in the War Department, Washington, D. C.

First Row, left to right: Lt. General Stanley D. Embick, Commanding General, Third Army and Fourth Corps Area; Lt. General Hugh A. Drum, Commanding General, First Army and Second Corps Area; General George C. Marshall, Chief of Staff of the U. S. Army; the Honorable Harry H. Woodring, Secretary of War; Brig. General L. D. Gasser, Deputy Chief of Staff; Lt. General Stanley H. Ford, Commanding General, Second Army and Sixth Corps Area; Maj. General John L. DeWitt, who will become Commanding General of Fourth Army and Ninth Corps Area on or about 1 Dec., with rank of Lt. General.

Second Row, left to right: Maj. General Herbert J. Brees, Commanding General, Eighth Corps Area; Maj. General James K. Parsons, Commanding General, Third Corps Area; Maj. General Percy P. Bishop, Commanding General, Seventh Corps Area; Maj. General James A. Woodruff, Commanding General, First Corps Area; Maj. General Daniel Van Voorhis, Commanding General, Fifth Corps Area.

Aircraft Scouting Force continues to be seriously restricted by the lack of supporting tenders.

"Experimental projects for the improvement of the performance of Naval aircraft have continued during the past year subject to financial limitations. It is the opinion of the Bureau of Aeronautics that additional appropriations should be acquired for the active pursuit of experimentation if satisfactory progress in development work is to continue and the United States aircraft are to keep abreast of European trends and advances.

Radio and Electrical

"Progress has been made in furnishing service units with radio test equipment to facilitate and to train personnel in radio maintenance.

"The new radio equipments supplied to the Fleet contain improved power output and other desirable features.

"The Naval Air Station, Pensacola, has been furnished additional radio sets for training planes.

"A light weight and compact engine driven generator has been developed. Standardization of numerous items of electrical equipment with the Air Corps has been effected.

"Progress has been made in the development of instrument lighting.

"A new type of signal light has been developed which will facilitate visual signaling from aircraft to vessels afloat. Steps are being taken to streamline and reduce the size of all exterior lighting fixtures in Naval aircraft.

Recommendations

"1. Provide new aircraft of best possible performance, in sufficient numbers,

"(a) To replace obsolescent or damaged airplanes, and

"(b) As required in the expansion program.

"2. Continue the planning and development of increased shore facilities adequate for the growing needs of the Fleet.

"3. Provide an adequate number of suitable tenders for patrol planes.

"4. Incorporate in new construction of surface craft, where applicable, best possible features for efficient aircraft operations.

"5. Procure and train personnel adequate for the expansion of naval aviation.

"6. Cooperate to the fullest extent possible with other Government agencies:

(a) To explore the experimental fields of aircraft design,

(b) To further standardization of materials and equipment,

(c) To provide a source of efficient reserve personnel.

"7. Continue the development and improvement of ship-board facilities for handling aircraft.

"8. Pursue a moderate airship building program and continue training personnel in non-rigid airships.

"9. Amend the law in such manner as to allow qualification of naval aviators (airship) on the basis of non-rigid airship experience.

"10. Provide new wind tunnel as part of the hydrodynamic laboratory to permit the conduct of routine design tests without interference with research development.

"11. Make every effort to obtain adequate funds for a well considered and comprehensive experimental program to effect continued improvement in aircraft and aircraft engine reliability and performance, and to forestall our falling behind other countries in these respects."

Military and Naval Academy Football Squads

In the photographs of the Service football squads reproduced on the front cover of this issue the players shown are as follows:

Army Football Squad (Upper right): Bottom Row (Left to Right)—Gillis, Frontezak, Mullin, Dubuison, Stella (Captain), Kasper, Rooney, Waddell, and Milled. Second Row: Wood, J. N., Jordan, Frawley, Weidner, Greene, Mazyk, Polk, and Murphy. Third Row: Harris, Sattm, Bolton, White, L. S., Light, Yeager, Evans and Lotzo. Fourth Row: Michel, Brown, Helmstetter, Hennessey, Minahan, Hutson and Adams. Fifth Row: Cochran, Maupin, Hanst, Hatch and Grygiel. Top Row: White, E., O'Brien, Hennessey, Scofield, Heffner, Farrell and Thompson.

Navy Football Squad (Lower Left): Front Row (Left to right)—J. V. Rowney, L. H. Mayo, B. A. Trimble, Jr., D. C. Wolfe, U. I. Whitehead, Jr., A. A. Bergner (Captain), R. O. Anderson, Jr., T. P. McGrath, L. P. Gray, Jd., L. E. Burke, Jr., E. W. Wood, C. J. Beers. Second Row: J. V. Heimark (Maj.), D. W. Cooper, W. W. Witter, H. A. Harwood, W. E. Sims, W. M. Chewing, R. S. Day, R. W. Boyer, Jr., E. A. Malcolm, E. S. Gillette, Jr., R. D. Opp, Jr., J. B. Schmitz, J. P. Gutting, C. W. Smith, Jr., Major E. E. Larson (Head Coach). Third Row: W. R. Gebert, Jr., A. L. Feldmeier, R. E. Tugend, S. H. Werner, W. H. Pellett, W. D. Vogts, C. M. Lee, E. J. Rowse, R. W. Shafer, D. S. Moore, J. P. Sliwka. Fourth Row: J. J. O'Donnell, R. E. Foster, R. E. Leonard, C. A. Lenz, R. J. Durette, E. C. Svendsen, V. A. Blandin, S. P. Boothe, K. Steen, H. D. Hansen, J. T. Hill.



THE HON. CHARLES EDISON
Acting Secretary of the Navy

whose message on today's game follows:

"The Army-Navy football game is more than a sports classic accompanied by spectacular pageantry. It is a physical manifestation of the spirit and traditions of the two service Academies. The rivalry is keen and friendly; the play is hard and clean; may the best team win."

Honors for General Fredendall

On Friday 1 Dec., at Ft. McClellan, Cal. Lloyd R. Fredendall, was promoted to the rank of Brigadier General.

In a small but impressive ceremony the oath of office was administered by Maj. Edgar A. Jarman, JAGD, 5th Division. Immediately following, Mrs. Lloyd R. Fredendall, wife of Gen. Fredendall, assisted by Brig. Gen. Campbell B. Hodges, pinned the first General's stars on General Fredendall.

The escort of honor consisting of Company L, 10th Infantry, Capt. David R. Nimocks, Commanding, presented arms and the field music sounded the ruffles and flourishes simultaneously with a salute of eleven guns.

The Commanding General of the 5th Division, Brig. Gen. Campbell B. Hodges, the General and Special Staff of the 5th Division, Col. Louis A. Kunz, 11th Infantry, Col. Arthur R. Underwood, 10th Infantry, and Col. Frederick M. Armstrong, 2nd Infantry witnessed the ceremony, after which the entire party proceeded to the 5th Division Staff Officers' Mess for buffet luncheon.

General Fredendall is Chief of the Infantry Section of the 5th Division, having come recently from duty in the Office of the Chief of Infantry, where he was Executive to the Chief of Infantry. Prior to that, General Fredendall was in command of the 57th Infantry, Philippine Division.

Inter-American Solidarity

Brig. Gen. George V. Strong, USA, Assistant Chief of Staff for War Plans, and Rear Adm. Chester W. Nimitz, USN, Chief of the Bureau of Navigation, will be speakers at the opening session, 2 Dec., of a series of discussions on the protection of Inter-American Solidarity. The discussions, under the auspices of the Inter-American Center of George Washington University, will be conducted in the auditorium of the Chamber of Commerce of the United States, in Washington, D. C.

Speaking the same evening will be Assistant Secretary of State A. A. Berle, Jr. The panel will consist of Roy T. Davis, president of the National Park College at Forest Glen, Md., and former Minister to Panama; Howard Maxwell Merriman, assistant professor of American Diplomatic History, and Philip M. Bail, president of Chevy Chase Junior College.